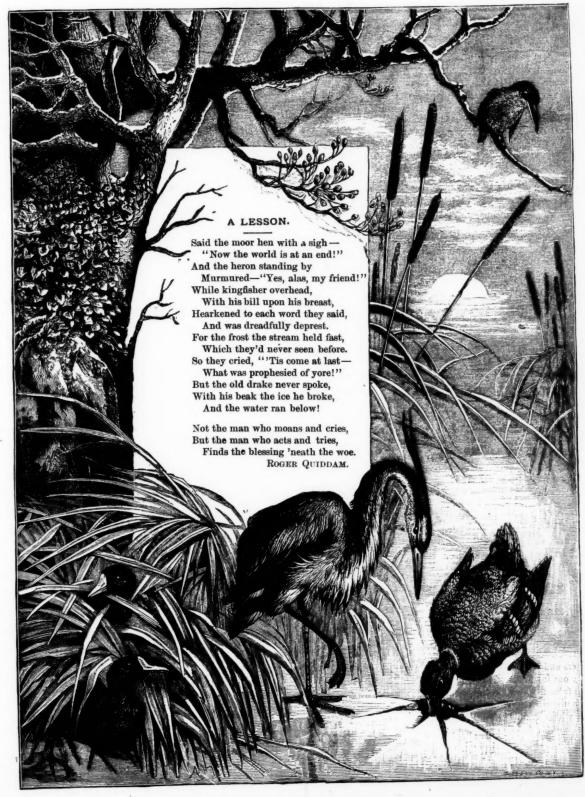
# The Northwest

Illustrated Monthly Magazine of Literature, Agriculture and Western Progress.

Vol. III.—No. 12.

t to the colicer, I ST. PAUL AND MINNEAPOLIS, DECEMBER, 1885.

. PRICE 15 CENTS.



DECEMBER-A LESSON.

[For The Northwest Magazine.]

### A RIDE THROUGH THE CROW COUNTRY.

BY A. H. HERSEY.

Two hours' gallop in the clear air of the September morning brings us from Billings to Huntley, where we are ferried across the Yellowstone,

unpicturesque enough now in its narrow channel, winding between exposed muddy banks and among innumerable naked bars and islands. Here we enter the valley of Pryor Creek, a stream which presents so imposing an appearance at its mouth as to have been considered by Capt. Clarke, of the Lewis and Clarke expedition, by whom it was named, one of the most important tributaries of the Yellowstone, but which in eality carries a much smaller volume of water than any other stream flowing into the Yellowstone from the south, with the possible exception of the Rosebud.

Its valley is narrow and unattractive near its mouth, but is said a number of miles above it to widen out into a broad, fertile bottom, and the deep cut and muddy banks, characteristic of this part of its course, give place to gently sloping banks and rocky beds. Creek takes its source in Pryor Mountains, a low-lying range, which, coated with snow, are distinctly visible above the horizon east of the grander chain of the Clarks Fork, and its waters, beyond the alkali bluffs which border the river, have the purity and sparkling clearness which everywhere distinguish the snow-fed mountain streams.

The trail from Pryor Creek leads by a gradual ascent over gentle slopes and through shallow, timbered ravines to the verge of a wide, breezy sweep of plateau, which is the summit of the divide between the Big Horn and the Yellowstone.

From this broad elevation the white peaks of Clarks Fork, Pryor and the

Big Horn Mountains may be clearly seen above the western horizon, the lofty summit of Clouds Peak, occasionally visible near the centre of the latter group.

A ride of half an hour brings us to the further edge of the plateau and the beginning of the descent to the Big Horn, the trail following down the bed of a narrow brook.

Here we have presented to us the remarkable feature peculiar to some Western streams when fed by springs, the clear waters alternately flowing over a pebbly channel and sinking beneath it, entirely disappearing sometimes for successive distances of many miles, an apparent phenomenon due to the irregular contour of the bedrock surface.

Scattered groups of box elders cluster along the banks, which, as we descend, gradually give place to cottonwoods, until none but the latter are seen.

The summit of a little ridge gives us a splendid view of the Big and Little Horn valleys and the high bluff between the two rivers at their junction, upon which Fort Custer is situated, its long row of officers' quarters and whitewashed barrack buildings seen boldly outlined against the sky.

A ride of ten miles from this point takes us to the Big Horn, across a magnificent sweep of gently sloping bench lands, which gradually verge into a fertile tract of level bottom ending at the river in rich meadow and timber lands.

This splendid tract extends on either hand with unbroken surface until cut off from the view only by the broad bends of the river and offers a picture not often equaled in Montana landscape.

Both the bench and bottom lands are heavily

clothed with bunch, buffalo and meadow grasses and the soil everywhere gives evidence of inexhaustible fertility.

The considerable fall of the river promises the possibility of irrigating most of this great area and many thousand acres of unexcelled farming lands can, at some future time, be thus realized.

GEN, G, A, CUSTER.

The several divided channels of the river are easily forded over a hard gravel bed and the ascent of the bluff by a broad, winding road brings us abruptly into the post upon its summit.

Fort Custer lies in the form of a rectangle, a row of fashionable-looking, residence-like officers' quar-



THE USTER MONUMENT ON THE BATTLE FIELD, [Outline sketch from\_a Photo.

ters facing the company barrack buildings acros a wide parade ground, the ends flanked on one side by a somewhat imposing structure with a cupola and two long wings, used as a hospital, the other by a scattering group of stores, warehouses, stables, etc. The situation of Fort Custer is both picturesque and imposing, and from its height of three hundred feet

above the river a grand view is obtained, commanding many miles of the two valleys in which it stands. It may be considered as completely impregnable, and could be easily defended against the attacks of the united savage tribes of America. Erected in 1877, the year for lowing the Sitting Bull war, which ended so disastrously for our army upon the Little Horn, it has but little interesting history directly connected with it.

Descending the bluffs about one mile south of the post we enter the Little Horn Bottom, famous as the most beautiful of Montana valleys, which, as we advance, presents new attractions at every step. Like its fellow valley to the west it consists of varying bench and bottom lands, thickly clothed with herbage, the river winding through it in picturesque curves and scattered groves of cottonwoods. One unconsciously looks among the pretty bends of the stream for the snug farmhouses, which would perfect the likeness of the picture to many an Illinois or Iowa landscape, and the empty, pasture-like fields impress one strangely with their unnatural loneliness. On the east the broken line of the Bad Lands, which sweep back in ever-varying lines of buttes and ridges to the Rosebud, breaks sharply off into this bottom, their black naked hills, spotted here and there with great white patches of alkali, offering a weird contrast to the rich expanse of the valley.

Thirteen miles from Fort Custer, upon a lofty ridge east of the Little Horn, is the Custer battle ground, marked by a monument erected by the Govern-

ment upon the spot where that great hero fell. A good wagon road leads to the monument and one may easily drive over the entire field with a carriage. This monument deserves a word. The sum of \$10,000 is said to have been appropriated by Congress for its erection, and standing beneath it one is

profoundly impressed at once with the variety of human ambition and the pecuniary advantages of a Government contract. Two or three coarse granite rocks, piled one upon the other, destitute of ornament or finish of any kind, and bearing, in shallow cut letters, the names of the martyred dead who lie here, represent a nation's praise and a nation's gratitude. Here was shed the noble blood which was the price of a permanent peace upon our borders and the opening to the civilized world of a vast and magnificent domain, and far better preserve untouched the primitive wild and savage aspect of the spot than insult the memory of the dead with such a mockery as this.

The graves from which the bodies were taken to be buried beneath the monument are, with one or two exceptions, unmarked, save here and there by handfuls of stones piled loosely together or by fragments of driftwood, evidently brought from the river for the purpose, and these in many instances have been removed from the points where originally placed and thrown upon the ground.

Why should not the soldiers at Fort Custer, a practically useless post, maintained at an enormous expense, be required to erect suitable imperishable mounds above these graves and thus establish them for the benefit of the many who in future years will visit this desolate cemetery.

As it is vandals might easily remove every trace of these sacred spots and their locality thus be lost forever. The present "monument" "is rapidly crumbling and other more suitable rock should be chosen for the purpose, and something more fitting placed upon the ground.

A short canter over the fields gives one a perfect understanding of the true story of the battle, every grave along the line of retreat from the river telling its own sadly eloquent tale. It is clearly evident that Gen. Custer greatly underestimated the strength of the Indian horde and that after the attack, in turning to flee, he mistook the bluff, upon which he afterwards fell, for the beginning of a wide plateau, attaining which he hoped to ride away into safety. Unfortunately when he reached it he found it only a narrow ridge, scarcely ten feet wide and abruptly terminating in a steep decline. At this point stands the "monument" over the spot where was found the body of the dead chief, surrounded by those of the loved and trusted followers who remained by his side to the last.

groves of ash, and the gently-rolling plateau covered with high grass, remind; one vividly of some of the prairies of Northern Wisconsin and Minnesota. The grass has a most surprising growth everywhere and all of the hay used at Fort Custer has been taken from this valley, for several successive seasons. A few Indian farms are scattered over it and somewhat relieve its otherwise solitary aspect.

To the southwest the blue line of the Wolf Mountains is seen, their broken slopes and gulches covered with fine timber, which can be reached within ten or fifteen miles.

A stage station is located on this bottom and a small garden connected with it, which has been cultivated several seasons, has yielded a fine growth of vegetables without irrigation and very little care, and the soil thus tested shows the evidences of great strength and fertility.

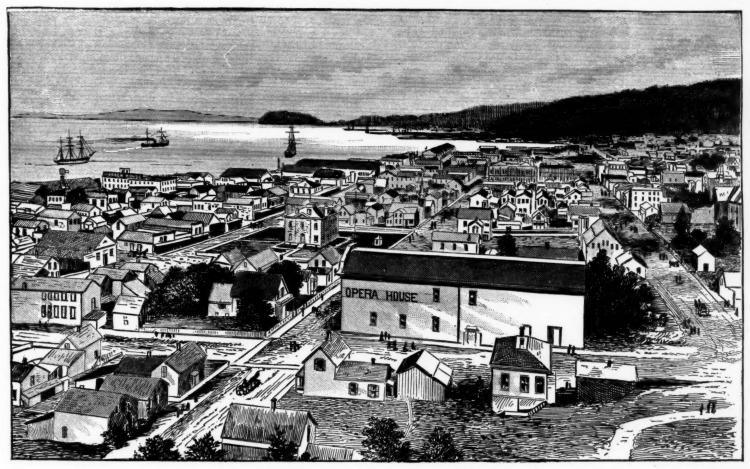
Two years ago a government party, under John T. Blake, was sent into this valley to survey it for the Crow Indians, who were then apportioned several hundred acres of the soil each, including farming

### ASTORIA.

The Unique City at the Mouth of the Columbia.

BY E. V. SMALLEY.

As the Columbia River approaches the sea it widens into a broad estuary, eight or ten miles across, but just at its mouth, as though reluctant to part with so noble a companion, the mainland reaches out two long arms and gives it a final embrace. One of these arms is called Cape Disappointment, the other Point Adams. Fort Stevens crowns the latter and on the former stand Fort Canby, the light house and the life-saving and signal stations. These arms enfold a beautiful bay, its rugged shores clad in the dark green of the fir forests, and its tossing, white-capped, sea-green waters flecked with the sails of the salmon-fishers' boats. On the south shore of the bay, nearly ten miles from the capes, looking in one direction up the mighty river and in the other out to the greatest



VIEW OF ASTORIA, OREGON, LOOKING TOWARD TONGUE, POINT.

Forty-five hundred warriors participated in this fight and every gulch and little irregularity surrounding the field must have afforded shelter to one or more of the painted fiends. The awful carnage could not have lasted half an hour. Looking from the battle ridge the valley in which the Sioux were camped lies spread out before us bathed in the bright sunlight of a perfect September day. It lies between two bends of the Little Horn and is some eight or nine miles in length by two or three in width. It was selected by Sitting Bull for the battle and is the most favorable spot for the purpose within the former dominions of the great warrior chief. An advancing host could in no way approach the camp without being plainly visible for many miles, and the supply of wood, water and grass was sufficient to enable the savages to withstand a prolonged siege, while the position of the camp and their perfect knowledge of the country would have enabled them to escape at any time with perfect ease. The meadow-like bottom, with its clustering

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and grazing lands. Surely such a home and competency would be a princely gift to many a hard-toiling farmer who struggles for a livelihood amid the stubborn rocks and barren hills of New England.

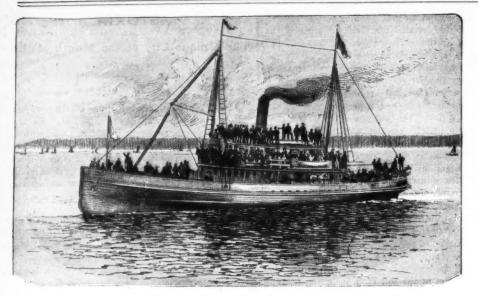
May the day be not far distant when this fair region shall be opened to the occupancy of civilized men, and the blessings and benefits resulting from the sacrifice of some of the nation's noblest blood, here offered, be fully and substantially realized.

Among the articles exported from Oregon is fir balsam, which is occasionally seen in freight lists in five-barrel lots. No one appears to know exactly what use is made of it, but it is generally believed to be for medicinal purposes, making pitch plasters or something of that sort. It is quoted in the New York market reports at one dollar and thirty cents, or thereabouts, per gallon. The demand appears to be limited, and therefore the output is small. If there was an unlimited market for this article the vast forests of the Northwest could supply large quantities. As much as five gallons, and sometimes more, is taken from a single tree.

of the world's great oceans, sits, on the shelving hills, with its feet in the ebb and flow of the tide, the most unique of American cities, Astoria, the child of John Jacob Astor and his Pacific Fur Company. Although located on the far western verge of the continent and surrounded on its landward side by the forest primeval, Astoria is no infant of a town. It is a quarter of a century older than Chicago, about as old, in fact, as Buffalo or Cleveland, for as long ago as 1811 the good ship Tonquin disembarked her load of colonists, trappers and traders on the site of the town.

AN AMPHIBIOUS TOWN.

No; I am not going to write of Astoria's early history, of the British occupancy, of old Fort George, of the rehoisting of the stars and stripes, of the long period of Hudson Bay Company rule, and of the final restoration to American sovereignty. Is it not all told in the volume by Washington Irving, which we read with delight when we were boys? Little did I dream, in reading that fascinating book, that I



ASTORIA .- AN EXCURSION ON THE GEN, MILES. SALMON FISHING BOATS IN THE DISTANCE

should ever cross the continent by rail through regions which did not then even bear a name and, halting at a rich and stately city on the Willamette, take a palatial steamer and land at the then fur-trading post at the mouth of

the Columbia, which seemed a veritable ultima thule to my boyish vision.

Let us skip all the early history business, which usually occupies a large part of descriptive articles like this, and come down to the modern town, looking at it as it is to-day. I have said it is the most unique of American cities; indeed, there is nothing like it in the world, and the tourist who comes to the Pacific Coast and misses seeing it is as stupid as a traveler who should go to Italy and not visit Venice. Somebody has called Astoria the "Venice of America," and all the little imitative scribblers catch up the phrase. There is not the smallest resemblance, save that many of the buildings in Astoria rest on piles driven into the sand beneath the tidal flow. The life of the place is more amphibious even than that of the "queen of the Adriatic," for no railroad reaches it, and all the movements of trade are carried on by water. In the business quarter the streets as

well as the buildings are supported by piles, being in fact but long plank bridges, over which the vehicles rumble sonorously. Beneath these streets, and beneath the stores, hotels and salmon-canning establishments,

the sea water swashes to and fro. A building lot in this part of the town consists of a certain number of square feet of water surface. Some hundreds of the inhabitants adopt a cheaper way of making homes than that of buying water lots and driving piles. They build houses on flatboats, and tie them up in the backyards of accommodating and more stable residents. Do not fancy, however, that Astoria is all of this aquatic nature. It gets ashore at both ends of its long business streets, and back of them it climbs the hills and plants upon their slopes churches, school houses and many pretty residences, in whose dooryards the roses bloom as late as Christmas. The Government building, too, - custom house and post office combined,-stands on terra firma. There is land enough for the expansion of the place; indeed, it is platted clear across the peninsula to Young's River, but as its business is all by water it naturally pushes out to the deep channel where the big ships can lie at the wharves and the sea-going steamers can take on their cargoes.

PICTURESQUENESS AND PECULIARITIES

Our two general views will give the reader a fairly good idea of the appearance of Astoria, but they cannot, of course, reproduce the local color and atmosphere. They must leave to the imagination the contrasts between the brilliant aqua-marine of the broad bay, the dark green of the fir woods, the black hulls of the ships, the sails of the fishermen's boats, the brown warehouses and factories, and the white painted town. And no picture in black and white lines even suggests the breeziness and salt-sea flavor which is a peculiar charm of the place, or a sense of the grandeur of its portion within view of the Pacific and at the mouth of the second river in magnitude in North America, not counting the remote and savage Yukon With its superb position why has not Astoria become a great city? I anticipate the question. Let us get it out of the way before we advance further with our subject. The answer is, because it has no railroads to the interior; because before railroads were built in Oregon the ships went to a point as close to the wheat fields of the Willamette Valley, then the only agricultural region, as they could get, and that point was Portland; and because, when the railroads were constructed, they centred in Portland. Astoria is to-day the largest town in the United

States without a railroad, and I think the most inviting place thus peculiarly situated to build a railroad to. Let Eastern capitalists make a note of this fact. Congress at an early day provided a land grant for a road from Astoria to

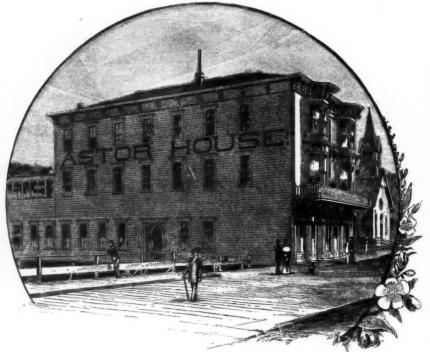
the Willamette Valley to bring the wheat down for shipment here, but the charter and grant fell into the hands of a company managed in Portland, and, after long years of delay, finding there was no prospect that the road would be built, Congress revoked the grant. Astoria's communication with the rest of the world is, therefore, entirely by water. Large steamboats run up to Portland daily (the Columbia never freezes), smaller steamboats run across to Ilwaco, on the Washington Territory shore, and down to the forts, and the Portland and San Francisco steamships touch at the wharves.



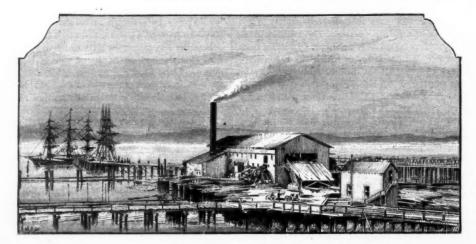
A well-posted Astoria citizen, Mr.A. C. Kinney, who has studied the railroad question with some care, by request puts his views on a line down the Columbia in this compact form:

"Astoria offers the greatest inducements to capital to build a railroad connecting it with the Northern Pacific Railroad opposite Kalama. The distance is fifty-five miles. The grades are lging. The cost will be less than will now at least eight per cent. per

fifty-five miles. The grades are nearly level. There will be no heavy bridging. The cost will be less than \$20,000 per mile equipped. This railroad will pay at least eight per cent per year on the above cost if only one-half of the through freight and passengers now passing between Kalama and Astoria, by the river, by boats, can be



ASTORIA. - THE ASTOR HOUSE. ?



ASTORIA.-THE CLATSOP MILL.

ecured to the railroad. This business is increasing

secured to the railroau. at a very rapid rate.

"Astoria is a live, growing city of 6,000 people and is the largest city in the United States without a railroad. It has three saw mills and twenty-four salmon canneries, which latter pack yearly over \$1,500,000 worth of salmon. It is the centre of a large, fine timber country. Its saw mills are con-

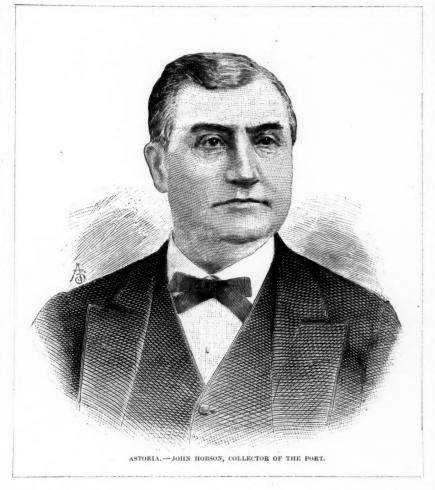
ber to every part of the Pacific Ocean. A subsidy of at least \$100,000 in cash and lands at their present values can easily be obtained as a gift to the com-pany who will build this railroad from Kalama to Astoria. When tom Kalama to Astoria. When this railroad is completed it will give the Northern Pacific another important Pacific Coast terminus, as also Pacific Coast outlets for the Oregon Railway & Naviga-tion Company and the Oregon Short Line." Short Line.

Another project is to build a road southward to the Nehalem Valley to tap an extensive coal field at Onion Peak and penetrate a timber belt estimated to contain 5,000,000,000 feet of lumber. This road could be built for \$800,000. Its length would be thirty miles. The lumber it would give access to would afford it a profitable traffic for at least half a century. The coal cokes well. Its analysis is: feed carbon, 48.70; volatile combustible matter, 35; water, 13; ash, 3.30. This Nehalem road could be extended to the Willamette Valley. It would also give convenient access to the summer resorts on the Coast below, the mouth of the Columbia.

Astoria is the salmon metropolis of the world. It is not only the most important seat of the salmon fishing and canning industry, but it is so far ahead of all rivals that other places engaged in the industry hardly de-

SALMON FISHING AND CANNING.

serve mention. Some salmon are caught in the Fraser River in British Columbia, some in the Sacramento, in California, and some in the bays along the Oregon coast, but the combined catch of all these places would hardly be missed from the markets of the world. The reputation of the Columbia River salmon is so high that it is sometimes fraudulently appropriated for inferior fish caught in other waters. How extensive the salmon business in Astoria has grown to be may be understood from the following list of the firms engaged in it and their product for 1885 in cases of four dozen one-pound or two dozen two-pound cans each:



FIRM	CASES
Aberdeen Packing Company	21,000
Anglo-American Packing Company	8, 000
Astoria Packing Company	26, 158
American Flag Packing Company	7, 300
Booth, A. & Sons	29,000
Badollett & Co	
Cook, J. W. & V	27, 500
Columbia Canning Company	-
Cutting Packing Company	27, 350
Devlin John A & Co	20, 506

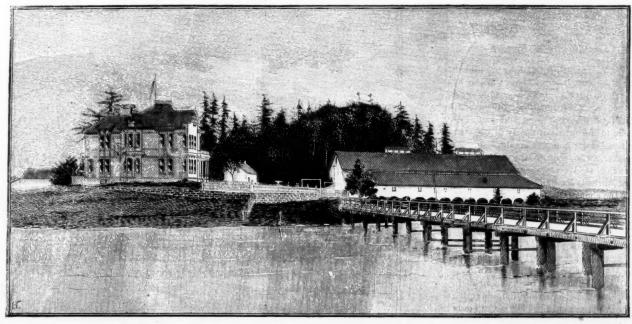
Elmore, Samuel....
Eagle Canning Company....
Eureka Packing Company.
Fishermen's Packing Company.
Hume, Wm. (Astoria).
Hume, Wm. (Eagle Cliff).
Hapgood & Co...
Hanthorn, J. O...
I X L Packing Company...
Knappton Packing Company.
Meyer, Geo. T...

10, 400 11, 448 18, 200 7, 600 8, 250 7, 100 19, 300 11, 500 12, 100 5, 550 19, 550 17, 054 11, 000 8, 000 14, 300 7, 750 10, 500 17, 600 7, 750 10, 500 Seandinavian Packing Company Simpson, Quackenbush & Co... Thistle Packing Company....... Washington Packing Company.. White Star Packing Company.. West Coast Packing Company... Warren, F. M. (Cascades)..... Warren, F. M. (Cathlamet)...... Williams, James.... Total . 524, 530

The catch of 1885 was about 132,000 cases short of that of 1884, owing to the fact that the markets of the world seemed to have been over stocked. The business, while affording a living to a large part of the population of Astoria, is not as profitable as it should be and needs systematizing through the medium of a salmon exchange, to avoid excessive competition, limit the production to the demand and maintain fair prices.

There are about 1,500 boats engaged in the salmon fishery at Astoria-stout little craft with a single mast, which cost to build about \$600 each. The nets average 300 fathoms long, and cost about \$400 each. Most of the boats are owned by the fishermen themselves, but some are leased from the canning establishment. Two men go out in a boat, the fisherman and his helper. The price paid for the fish varies with the different

seasons. It has been as high as a dollar each, and as low as seventy-five cents. The season is from April 1st to July 31st, June being the best month. The average weight of the fish is twenty pounds, though fifty and even sixty pounders are occasionally caught. I find the following coneise description of the canning process in the West Shore of June, 1883,



ASTORIA. - RESIDENCE OF D. K. WARREN, ESQ.

"The boats discharge their loads of salmon on the dock, the fish being piled up near the butcher. A stalwart Chinaman then lays about a dozen on the table in front of him and speedily severs the head, tail and fins from the body, opens the fish and removes the entrails, each act being accomplished by a single dextrous stroke of the knife. The refuse falls through a chute into a receptacle, from which it goes to the oil factory. This man can thus dispose of from 1,500 to 2,000 per day. The fish is then dropped into a tank of water, from which it is taken by another man who removes the scales and further cleans the salmon. It then goes into another tank, through the hands of a second cleaner and into a third tank of water. They are taken from there to the gang slicer, a machine that with one stroke cuts a whole fish into lengths just the height of a can. The chunks are then taken to a number of choppers who slice them lengthwise into several smaller pieces, when they are carried on trays to the fillers. These press the pieces into the cans, filling them as compactly as possible. A Chinaman will fill 1,000 cans in a day. The filled cans are then taken to the washing machine, where they are rapidly revolved under a spray of warm water, being rubbed with a sponge at the same time, and are afterwards dried with pieces of old netting.

with pieces of old netting.

"They then pass through the hands of boys who set the tops on, and are taken to the crimper and soldering furnace. In this machine the edge of the cover is crimped, and the cans then roll across a brick furnace, the ends passing through a trough of melted solder, and continue down a wire tramway to the hands of the testers. The capacity of this machine and furnace is from 20,000 to 22,000 per day. The cans are then tested by examination and by immersion in hot water, and all not air-tight are taken to the solderers. They are then immersed for an hour and twenty minutes in a cauldron of boiling water, after which they are again tested by being tapped on top with a small wooden mallet, imperfection being indicated by the sound. The good ones are then punctured to let the hot air escape, and are immediately sealed up again. Being now placed on little iron cars, they are rolled on a track into an iron retort, and are cooked by steam for an hour and fifteen minutes. From the retort they are plunged into a vat of hot lye to remove every particle of grease, and are then immersed in a tank of cold water until perfectly cool." They again pass through the hands of two testers, who tap them on the cover with a large steel nail, their trained ears catching the least inequality of sound. When passed by these experts as good, they are put upon frames and lowered into a bath of lacquer, composed generally of varnish and turpentine, and are then and sdiare left suspended over the vat to drip. Any excess of the lacquer that collects on the lower edge in dripping is removed with a brush, and the cans, having now a saffron tint, are taken to a group of little girls, who speedily and neatly place upon them the proper labels, handling from 2,000 to 4,000 each per day. Nothing now remains to be done but to pack them in cases for shipment. This establishment puts up three sizes of cans, one pound tall, one pound flat (for the English market), and two pounds nominal. Two labels are used, "Kinney's Salmon,"

### SALMON NOTES.

The firm of W. T. Coleman & Co., long prominent in Pacific Coast commerce, handled about three-fifths of the entire Astoria pack of 1885, as agents for a number of canneries. They imported, this season, \$240,000 worth of tin plate for cans, and made advances to canners to the extent of nearly \$1,000,000. Mr. Elmore is the Astoria manager for the firm.

George & Baker, who put up the "Epicure" brand, are canners of twelve years' experience. The capacity of their works is six hundred cases per day. They pack only the choicest red salmon and warrant every can.

A. Booth & Co., whose Eastern house is corner of Lake and State streets, Chicago, packed 29,000 cases this year, the heaviest pack made by any firm. Their salmon was awarded medals at the Paris Exposition of 1878, at the Philadelphia Centennial of 1876, at London in 1880, and at Berlin in 1880, and again in London at the recent Fisheries Exhibition, obtaining in each case the highest award. They put up only the best red salmon and are the largest domestic shippers on the Pacific Coast.

The Aberdeen Cannery is situated immediately

within the entrance of the Columbia River and in this respect has decided advantages. We give an engraving of this extensive establishment. It is so located that as the fishing boats finish up their course they are right at the wharves of the Aberdeen, which greatly facilitates the work. Mr. Seaborg is the overseer. The salmon caught by their boats are packed as soon as taken, the greatest care being observed in the process, and their brand, the "Bear," is a favorite in the market. W. T. Coleman & Co. are their San Francisco agents.

The J. O. Hawthorne & Co. Packing Company have a capacity of 40,000 cases. This last season they packed 20,000 cases. They ship to all parts of the world. Since 1876 they have employed, on an average, two hundred men as fishermen and workers in their establishment.

The Fishermen's Packing Company is one of the oldest establishments at Astoria, having commenced business as early as 1876. They packed this last season 14,000 cases. In former years they have put up as high as 24,000 and 26,000 cases. The capacity of their establishment is 500 cases per day. They ship all over the world. W. T. Coleman & Co., San Francisco, are their agents.

An excellent quality of lubricating oil is made from the heads and other refuse of the salmon and of this oil the representative of THE NORTHWEST MAGAZINE saw \$40,000 worth in one warehouse on the occasion of his visit.

The Thistle Packing Company put up 12,000 cases last season, about half the capacity of their establishment. Their trade is chiefly domestic and their goods have a high standing.

#### LUMBERING INTERESTS.

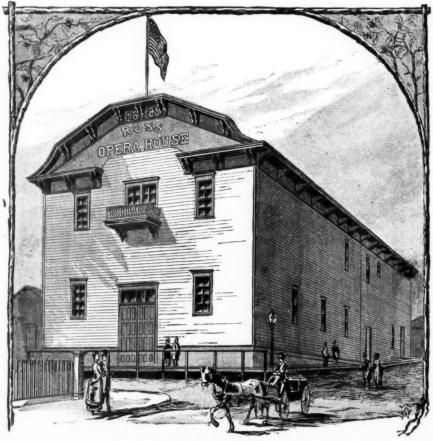
The lumbering business is a very important feature in and about Astoria, and ranks next in magnitude to the fisheries. The logs are obtained from the Lewis and Clarke, Young's, Deep, Bear, Gray and other logging rivers, which empty into the Columbia near its mouth. The Knappton mills on the opposite bank, near Astoria, have not been idle in the past ten years, and cut 70,000 feet per day, the lumber being shipped to all California ports. The company which owns this mill owns one lumber

steamer and many vessels which are constantly employed bringing general freight northward from San Francisco. There are three saw mills in Astoria, all of which are doing a good business. The largest is the Clatrop mills, of which William S. Kinney is manager, and of which we give an illustration. It cuts 50,000 feet per day, and is employed constantly. This mill has its own line of vessels chartered, and, like the Knappton mills, carries freight northward both for Astoria and Portland from San Francisco. The manager claims that the quality of the timber in this vicinity is second to none on the Coast. Although the majority of the cut of this mill is shipped to California, yet two cargoes have been sold and shipped to Montevideo, in South America, and part of a cargo has found its way to New York City via Cape Horn. The Clatrop mills, being situated at the mouth of the Columbia River, are in a very favorable position for getting logs, and can obtain vessels of all sizes on easy terms to carry their lumber to all parts of the Pacific Ocean. The Clatrop mills are making arrangements to increase their capacity, and put in a box factory. There are also two other large saw mills near Astoria, on the Columbia River; one at Skemokawa, owned by J. B. Montgomery, twenty miles distant, and the other at Westport, twenty-five miles distant, up

The timber is in great abundance in every direction from Astoria, and comprises the Oregon pine, spruce, Oregon cedar and hemlock. Many trees grow to a height of three hundred feet, one hundred and fifty feet being clear of branches. The trunks are of such uniform size for a hundred feet that it is difficult, when sawed, to tell which is the top and which is the butt end.

### THE COLLECTOR OF THE PORT.

John Hobson, collector of customs of the port of Astoria, whose portrait we publish in this number, although a man in the prime of life, is still one of the pathfinders of Oregon. He was a boy eighteen years of age when he left Liverpool on New Year's day, 1843, and was nearly a year older when he arrived on Clatsop plains on Christmas day and felt that it was to him the promised land. He was the



ASTORIA.-THE ROSS OPERA HOUSE.

first to penetrate west of Fort Hall, at the headwaters of the Columbia, with horses and wagons, which achievement was accompanied by many difficulties and dangers. When the California gold fever of '49 broke out Mr. Hobson went to the mines. He was quite successful and returned to Oregon the next year with the intention of returning to California again, but once at home the attractions were too great and he remained there until 1862, when the reports of gold on Salmon River, Idaho, again led him away; but again he returned, the opportunities of his own country being superior, as he believed, to anything he could find elsewhere. In 1865 Mr. Hobson formed a partnership with Mr. D. K. Warren (a picture of whose residence appears in this number) to carry on the business of meat marketing, which they conducted successfully for some years. He and Mr. Warren were elected cotemporaneously as county commissioners. Mr. Warren still holds

mentioned for the mayoralty of Astoria by the best element of its citizens.

#### A TIDE-LAND FARMER.

D. K. Warren, whose fine residence is shown by an engraving in this number, has over three hundred acres of tide land, reclaimed by almost two miles of dikes. One hundred and sixty acres of this land are now under a high state of cultivation. Mr. Warren is one of the enterprising men of Clatsop County, and has demonstrated the practicability and profit of reclaiming the tide lands which have so long lain idle in the vicinity of Astoria. The large barn which shows in the picture is 88x170 feet, has stalls for 176 cows, and now contains 450 tons of hay. It is two stories high, with a basement, and was built in 1883. It is the largest and best arranged barn in the State, the most perfect appliances being used for the care of stock. Troughs, through which runs

per acre, according to the size of the tract protected with dikes. There are hundreds of thousands of acres awaiting settlement and reclamation near the mouth of the Columbia, and along the bays and inlets on the coast.

#### CLATSOP COUNTY.

Clatsop County, whose county seat is Astoria, a recent writer in the Portland Oregonian thus describes:

"Clatsop is the northwestern county in the State. The best farms in Clatsop County are located on Clatsop plains, though the nature of the soil is not favorable to the production of other than cereals. Clatsop County is twenty miles long, and has an average width of three miles. Its soil is a light loam and sand, easily cultivated and highly productive. Its climate is the ordinary climate of Western Oregon in winter, with a constant moisture in summer, which keeps its pastures always green. Everywhere it is well watered, and timber in abundance border



that office, but Mr. Hobson resigned to accept the office of collector of customs, which was tendered him last May. Something of an odd coincidence is the fact that Judge Maguire (also forming one of the board of commissioners by right of being judge) took the place of Mr. Hobson in the firm of Hobson & Warren when the former retired and the firm is now Warren & Maguire. Mr. Hobson was a member of the firm that, in 1873, built the first salmon cannery in Astoria, where now the water front is fringed with their many net-racks. He has since built another at Hobsonville, in Tillamook County, but later retired from the salmon business. He was a candidate for the legislature and later for the senate to represent Clatsop and Tillamook counties, but was defeated both times by small majorities - in one case by but one vote. His name is now being prominently

the purest water, pass through each stall. Mr. Warren's handsome residence stands on a knoll, rising to a healthful eleva-

tion from the surrounding lands, which Nature seems to have constructed for just this purpose, surrounding it with a beautiful grove of trees. From this spot Mr. Warren can survey the furthermost limits of his possessions. These reclaimed tide lands are wonderfully productive. Mr. Warren has cut from them as high as six tons of hay to the acre. The land is adapted to all kinds of fruits, grasses, cereals, and vegetables. It will yield from thirty to fifty tons of turnips to the acre, which grow to the size of a common pumpkin. The yield of carrots is twenty-five tons to the acre, the roots being from three to seven inches in diameter.

In an article contributed to the recent Government report on the "Tide Marshes of the United States," Mr. Warren estimates the cost of reclaiming the tide flats of Clatsop County at from five to ten dollars the eastern margin. The chief industry of Clatsop plains is that of butter and cheese manufacture. In no locality in the world are the conditions for dairying more fortunate than here. An unfailing verdure, a cool and equable climate, rich, native grasses, abundance of pure fresh water, nearness to market—all the conditions are here in perfection, and all made highly valuable by constant demand and high prices for diary products.

"Along the tide lands and creek bottoms mentioned above there are large settlements, and all are prosperous. The conditions of life in these localities are not luxurious, but they are by no means hard for those who have industry. Travel is everywhere by water, and settlers go by steamboats or in their own boats, propelled by sail or oar. Communication with the market town of Astoria

"Along the tide lands and creek bottoms mentioned above there are large settlements, and all are prosperous. The conditions of life in these localities are not luxurious, but they are by no means hard for those who have industry. Travel is everywhere by water, and settlers go by steamboats or in their own boats, propelled by sail or oar. Communication with the market town of Astoria is cheap and easy, and the residents think themselves better off than those who must get to market by road or rail. The products of the country are the general agricultural products of Western Oregon. In no county in the State is there such variety of employment for the wage worker. It is estimated that \$1,500,000 are paid out annually for labor in the fishing and logging industries. It is a common thing for emigrants to settle upon Government land, which may be had for the taking, and to work in

the fisheries in summer or the logging camps in the fisheries in summer or the logging camps in winter, the while making such improvements on their settlements as they can. To clear a place in the timber is the work of half a lifetime, but it may be done by degrees at comparatively light cost. For dairying—and in this branch we believe the opportunities are more inviting than in any other—it is dairying—and in this branch we believe the oppor-tunities are more inviting than in any other—it is not necessary to clear the land. If it be burned over thoroughly and grass seed sown in the ashes, it yields fine green crops which cattle easily harvest for themselves. Being near the coast, snows are infrequent and never lie longer than a few hours. The mountainous lands of Clatsop County, and threefourths of the county is mountainous, are chiefly valuable for their splendid forests."

#### ASTORIA ITEMS.

Astoria has water works, constructed two years ago by D. Thompson, of Portland, at a cost of \$60,000. The water is brought in pipes ten miles from Bear River. The source of supply is four hundred and fifty feet above the business part of the city and three hundred above the reservoir, and the quality of the water is unsurpassed for purity. Gas works, costing \$50,000 and owned by local capitalists, were also erected in 1883.

A fine quality of brick is made at Astoria, the clay banks for this purpose being practicably inexhaustible.

The Astoria Opera House, a substantial building 50x150 feet, has a seating capacity of 1,400 and a stage 50x45 feet. It was built this year and has already given a fresh impetus to high-class amusements, attracting the best traveling companies.

The Astor House is the largest and best hotel in the city. It has a fine location near the Oregon Railway & Navigation docks and has handsome accomodations for one hundred guests. Everything about the house is neat and homelike and the management looks carefully after the comfort of travelers.

The transportation company that owns the Gen. Miles, of which an excellent illustration appears on another page, dates back to 1875, when it was organized with the following officers: L. A. Loomis, president; Robert Turner, secretary; Thomas Crellin, treasurer. The first boat built was the Canby (Gen. Canby), at a cost of \$22,000. Increased business made it necessary to construct another boat, and consequently, in 1882 the Gen. Miles was launched and placed in the service, at a cost of \$47,000. The

service, owing to rough seas encountered at the mouth of the Columbia, requires very safe boats. Among the enterprises of the company this season was the rebuilding of the Canby at a cost of \$10,000, was the rebuilding of the Canby at a cost of \$10,000, and an immense wharf at Ilwaco, the great summer resort of the Pacific Coast, at a cost of \$14,000. These steamers serve as a transportation line for the people of Pacific County, Shoalwater Bay, and Astoria. The principal business is during the summer months, when great numbers of summer visitors to the sea shore are carried back and forth, and two round trips each day are made. At present the Gen. Miles makes one round trip every day, touching at Fort Stevens, Fort Canby, and the popular watering place, Ilwaco. On Thursdays the steamer makes two round trips. The present officers of the company are: L. A. Loomis, president; John of the company are: L. A. Loomis, president; John B. Goulter, secretary; and I. W. Case, treasurer. The directors are L. A. Loomis, B. A. Seaborg, I. W. Case, H. A. Gile and J. H. D. Groy.

# A DAKOTA POSTMASTER'S CORRE-SPONDENCE.

Postmaster Tyner, of Fargo, is a public-spirited man, who takes the trouble to answer about a score of letters daily from people who want information about North Dakota. In a recent interview in the Republican he says, in regard to this unofficial correspondence which comes to him by means of his official position:

"These letters come from all sorts of people. The farmers writing are generally young men, who are starting out in life and seeking new homes. One class of writers have been pretty uniform in numbers class of writers have been pretty uniform in numbers—those seeking clerkships in stores, positions as bookkeepers, etc.—and those are both ladies and gentlemen. There are fewer inquiries from mechanics than from any other class, and when one does write he invariably intimates that he desires eventually to engage in farming. In fact, with the exception of those inquiring about clerkships, all the letters here of late ask about farming interests.

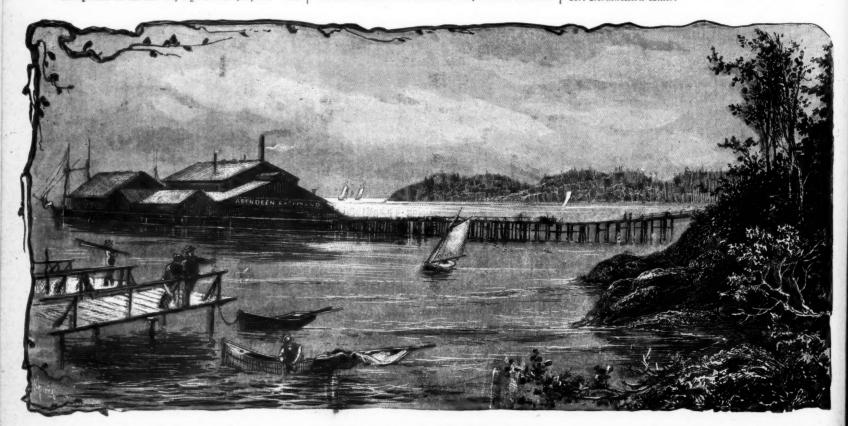
The enjagration literature issued by the Northern The emigration literature issued by the Northern Pacific Railroad Company seems to be most cleverly distributed, as frequent reference to it is made.

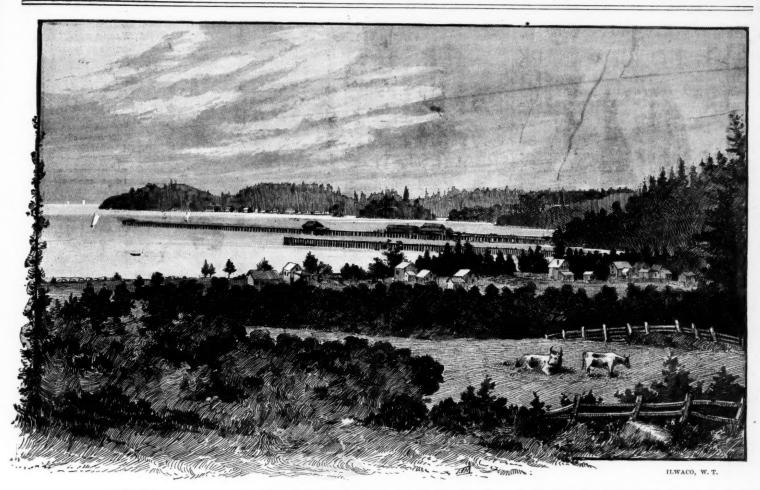
New York undoubtedly comes first in the list of States; but inquiries about farming come chiefly from the Middle and Northwestern States—Ohio first, Michigan next, and then Indiana, Illinois and Iowa. In this connection it is well to state that these are not merely idle inquiries, for everyone of the writers, without exception, has said that he expects to come to Dakota next spring; and I have quite often had them turn up here and call at the office and make themselves known. From the numand character of these letters, if from no other reason, I am confident that there will be a greatly

eased immigration in Dakota next year. referred to as making up the average, which have been frequent of late, but they do not lessen the stated increase from those seeking farms, etc. I refer to the numerous letters from ladies. Since Col. Donan's celebrated valentine in the New York Sun, I believe, this office receives quite a number of letters from ladies, who in some way, while neminally ters from ladies, who, in some way, while nominally asking for situations as clerks, housekeepers, etc., refer to the large number of marriageable men. In fact, we have received some letters that ask outright for correspondence with gentlemen. Only yesterday we received a letter from Waynesboro, Penn., saying the writer, with thirteen other young ladies, would patiently await a reply. The writer states that she patiently await a reply. The writer states that she heard that Fargo and Dakota were splendid places for good girls to go to. She asked the price of househelp; if help so employed were treated real nice; if there were any widowers—honorable men—worthy to employ good housekeepers, and if any young women coming here could get real good prices for such work, and also be received socially in a clever manner. She said all this lot of girls first wanted clerkships in stores, but would take housework, but evidently did not want to be treated as servant girls. The letter finally said, 'We notice that there are The letter finally said, 'We notice that there are but two marriageable girls in Fargo.'
"Another letter, from Ohio, gives a list of girls

"Another letter, from Ohio, gives a list of girls who want husbands; states ages, and what age, class, character, etc. of men they want. Still another gives a list of twelve girls who want husbands between the ages of twenty-eight and forty-two, and nine who want to correspond with a view ultimately of marriage with men between twenty and thirty. The who want to correspond with a view ultimately of marriage with men between twenty and thirty. The first lot want extremely moral husbands, and the latter are more lenient. Occasional letters come from ladies of culture, and invariably refer to newspaper reports about the great scarcity of ladies in Dakota.'

CHEHALIS VALLEY wants a flour mill. The valley embraces the farming land lying along the Chehalis River, a stream in Washington Territory midway between the Columbia and Puget Sound, and flowing westward into the Pacific at Grav's Harbor. valley are two good towns, Elma and Montesano, of from five hundred to eight hundred inhabitants, and a smaller saw mill point called Heoquiam. Thou-sands of bushels of wheat are annually sent out and flour brought in. Two small grist mills manufacture an inferior quality of flour and do custom work. It has been claimed that the wheat will not make good flour, but the fault is, no doubt, in the milling, since the soil and climate of that region are essentially the same as that of portions of Oregon where good milling wheat is grown. The population of the valley is about 4,000, having doubled the past two years.—





ILWACO.

The Great Summer Resort of the Northwest.

Ilwaco, Washington Territory, is beautifully situsted on the north shore of Baker's Bay, at the mouth of the great Columbia River. Two miles west of Ilwaco the shore of the bay terminates in a bold, rocky headland, formerly known as Cape Disappointment, but the name has since been changed by the Government to Cape Hancock.

Baker's Bay and the Pacific Ocean are separated at Ilwaco by a strip of high, wooded hills, one mile in width. These hills and the curvature of the shore shelter Ilwaco from the wind, and make the temperature at once mild and equable. The town itself is most charmingly situated. It is built on level ground; surrounding it are heavily wooded hills, gradually rising and encircling it. Along the whole front of the town is a narrow strip of trees, which partially conceals it from view and gives a very picturesque effect. At the rear is a small fresh water lake. The beach in front of the town is crescentshaped, and is a mile in length; it is of fine, white sand, and slopes gradually into the deeper water. So gradual is its slope that children play and bathe in the water without the slightest fear of drowning. As you look out on Baker's Bay, it is almost a semicircle, terminating at a high, rocky cliff called Chinook Point. The whole of Baker's Bay and the surrounding country was once inhabited by the powerful Chinook Indian tribe, whose chief, Concammela, is mentioned in Irving's Astoria. Standing on the beach at Ilwaco, one can see the city of Astoria, and Fort Stevens in the distance; nearer, the bar of the Columbia River, Cape Hancock and Fort Canby.

There are many points of interest and beauty in the neighborhood of Ilwaco. Fort Canby is but two miles away, at Cape Hancock, and at the fort is the Government light house - a first-class light, i. e., the finest and best to be found. Visitors from Ilwaco go to Cape Hancock by the Ilwaco Navigation Company's steamers to Astoria, which stop at the Cape both in going and coming. Many go in the large and tidy fishing boats, by sail, or by the road from Ilwaco, which is wonderfully picturesque.

One mile from Ilwaco is the beach of the Pacific Ocean. It is reached by a road running through the woods. It is doubtful if there is a more beautiful beach anywhere else in the world; of fine, clear, white sand, it runs northward for twenty miles without a break, without a stick or stone to mar its smoothness. The daily tides have a perpetual contract to keep it in repair, and they are faithful to their agreement. So smooth and safe is this beach that no other road is used, or even made, to Oysterville, a distance of eighteen miles. Near this beach are a hotel and a large number of cottages built and occupied exclusively by their owners as summer residences. Every year large numbers of people from all over Oregon and Washington Territory visit this charming place. In the summer of 1884 about 3,500 people visited this resort for health and pleasure, and in 1885 over 5,000 persons did the same. As a seaside resort, Ilwaco and the beach have one great advantage over all others. They are so accessible, and so quickly and cheaply so. Every day in the summer the Ilwaco Navigation Company's two steamers make at least one round trip each. They meet the Portland boat at Astoria, fifteen miles from Ilwaco, coming alongside and taking passengers and freight without disturbance or delay.

Ilwaco is a charming place to live in all through the year. At present it has a fixed population of about five hundred. It has a good school house, and a fine, large church or chapel. There are three hotels, three stores, a blacksmith shop, a butcher shop, and numerous dwelling houses. It has water works, supplied by pure, clear springs. It has also a salmon cannery, owned and operated by the Aberdeen Packing Company, which puts up as much salmon as almost any cannery on the river. In 1884 it headed

The town is progressive, and, while it will never be a great city, it is now and will continue to be the largest and most important place in Pacific County, in which it is situated. It is built on parts of the

donation claim of J. D. Holman, now deceased, which is owned by his widow, who resides in Portland, and all the donation claim of Johnson, deceased, now owned by Isaac Whealdon, of Ilwaco.

If anyone wishes to spend the whole summer, or any part of it, there is no more beautiful or healthful resort on the Northwest Coast than Ilwaco. It and its surroundings every year attract great numbers of people, and every year the number is greater than the year before. In Baker's Bay and the ocean there is fine sea fishing. Just where the road comes out on the beach a ledge of high rocks runs out into the sea. Here men, women and children fish, without danger, in the surf of the incoming tide. The bathing at Ilwaco and in the surf on the ocean is fine and without danger. At both places the bottom

To a person of small means, Ilwaco and the surrounding country offers fine facilities and opportunities for permanent location. Nature has done so much that but small aid is needed to gain support. To the industrious, the summer visitors are a source of large income. Vegetables, butter, and other farm products find a ready sale and at good prices.

To the rich and the poor alike, Ilwaco has great

BATTLING WITH A COUGAR.—The Asotin (Wash. Ter.) Sentinel tells of an encounter E. H. King, of that place, had with a cougar on a mountain trail recently. A short cut across the mountain led him down a steep descent and ere long he espied in the trail ahead a limping cougar. He continued to advance, however, when suddenly the animal's mate sprang upon him from the high grass and weeds, planting its claws firmly in the breast of his overcoat. His horse, which he was leading, became fright-ened, dragged the man and beast to the ground, got loose and ran away. The struggle then began in ened, dragged the man. The struggle then began in earnest, the man and the animal rolling down the steep declivity, closely followed by the limping mate, taking no part in the fight. After rolling down but taking no part in the fight. After rolling down about two hundred feet their descent was stopped, about two hundred feet their descent was stopped, and just at that time Mr. King's left hand—which was badly shot in the war—relaxed its grasp and his only dependence was his right hand. With this he still retained his grip on the brute's wind pipe, and, finding himself growing weak, with one last desperate effort he jerked the animal's claws from his coat and threw it from him. It did not return to renew the combat and Mr. King made his escape.

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THE NORTHWEST MAGAZINE is published in St. Paul and Minneapolis, Minn., on the first of each month, by E. V. SMALLEY. M. E. GRAVES, Manager Minneapolis Office; Theo. F. KANE, General Business Agent; STEPHEN CONDAY, Publisher's Assistant.

PRINCIPAL OFFICE: Mannheimer Block, Third and Minnesota streets, St. Paul, Minn.
MINNEAPOLIS OFFICE: Tribune Building, Room 23.

BRANCH OFFICES: New York, Mills Building, 15 Wall Street, Philadelphia, corner Third and Dock streets, Joseph Creamer, Agent. Portland, Oregon, Bureau of 'mmigration,

SUBSCRIPTION PRICE: \$1.50 per year. Subscribers in Europe should remit twenty-four cents in addition, for ocean postage Subscribers in Europe All subscriptions should be sent to the main office, St. Paul, Minn., to avoid delay.

THE TRADE is supplied from the St. Paul office of THE NORTH-WEST, and also by the American News Company, New York and the Minnesota News Company, St. Paul.

ADVERTISING RATES: Per line, each insertion, 25 cents; one inch space, each insertion, \$3. Yearly rate, \$25 per inch.

THE NORTHWEST MAGAZINE.

### WINSLOW, LANIER & CO., BANKERS,

26 Nassau Street, New York City.

NEGOTIATE RAILROAD LOANS. ISSUE LETTERS OF CREDIT FOR FOREIGN TRAVEL.

RECEIVE THE ACCOUNTS OF DOMESTIC ANI FOREIGN BANKERS, MERCHANTS AND CORPORATIONS

### ST. PAUL AND MINNEAPOLIS, DEC., 1885.

THE RAILROAD SITUATION IN WASHINGTON AND OREGON.

The railroad situation in Washington Territory and Oregon is very materially changed by the probable failure of the negotiations for a joint lease by the Northern and Union Pacific companies of the properties of the Oregon Railway & Navigation Company. The latter corporation, which lately appeared desirous of relinquishing its lines and retiring from active operations in consideration of a guarantee of interest on its bonds and a dividend on its stock, under the stimulus of large earnings now shows new vigor and seems unwilling to consummate the proposed lease. It has begun to build a branch from Starbuck, near Dayton, Wash. Ter., to Pataha and is said to be contemplating an enterprise which would invade the Northern Pacific territory north of Snake River and secure the exclusive traffic of the rich region known as the Palouse country.

The Oregon Railway & Navigation Company dates from the period of Henry Villard's remarkable activities in Oregon. He converted the old Oregon Steam Navigation Company into a new corporation, with far-reaching designs on both land and water. He projected and built a system of railroad lines which occupied a great deal of the most productive country in Oregon and Washington in advance of the Northern Pacific. For a distance of over two hundred miles down the valley of the Columbia he built on the chartered route of the Northern Pacific, taking possession of the south bank of the river and making it unprofitable for the Northern to parallel his road by a line on the other bank. He no doubt had in view at the time the scheme, which he afterwards carried out, of uniting the two companies under one management and securing a community of controlling

stock interest. He became president of both and his Transcontinental Company obtained a heavy interest in the stock of both. The Oregon Railway & Navigation lines then became the Western extensions and feeders of the Northern Pacific road. Since the retirement of Villard the Oregon Company has become entirely independent of Northern Pacific control. Then came the completion of the connection with the Oregon Short Line of the Union Pacific and the subsequent negotiations for a joint lease which have now been on foot for about a year.

One of the Oregon Railway & Navigation branches lies north of Snake River. This is the Palouse branch, which has no connection with the main line, except over fifty-two miles of Northern Pacific track. from Palouse Junction to Wallula. It was originally intended to be a joint Oregon Railway & Navigation and Northern Pacific branch and was built for that purpose by the Transcontinental Company, but, as another consequence of the change of management, it was turned over to the Oregon Railway & Navigation Company. That corporation, according to recent reports, contemplates taking up a portion of the track eastward from Palouse Junction and building a link from the terminus of its main line at Riparia, on Snake River, so as to release the Palouse branch from all connection with the Northern Pacific. This plan, if carried out, would give the Oregon Company entire possession of the richest country north of Snake River. It already holds, with its numerous branches, all the country south of the river.

Of course, the Northern Pacific Company cannot consent, after building a trunk line across the vast interior spaces of the continent, to have the best country west of the Rocky Mountains naturally tributary to it occupied exclusively by the lines of a company with antagonistic interests. If the Oregon Railway & Navigation is to remain an independent, active corporation, there should be an agreement for it to retire from the territory north of Snake River. Otherwise the Northern Pacific may be compelled, for the protection of its interests, to build a line of its own from Spokane Falls southward into the Palouse country and also to push into the highly productive territory south of the Snake by building from Ainsworth to Walla Walla.

All defensive measures for the protection of Northern Pacific interests on the Pacific Slope and all measures for building up the company's local traffic there depend, however, on the completion of the Cascade branch. This line is the key to the whole situation. There should be no unnecessary delay in closing up the gap between the present ends of track and in constructing the tunnel at the summit of Stampede Pass. Until the Cascade branch is opened through to Puget Sound the Northern Pacific is not master of the business and territory which naturally belong to it as a great transcontinental line. Its ac cess to the tide water of the Pacific Ocean is barred by another corporation which may or may not be in friendly relations with it. It would be folly for a company which has built over 2,000 miles of road, at a cost of nearly \$80,000,000, to allow this condition of affairs long to continue for want of a little link of about a hundred miles. As soon as the Cascade branch is finished the Northern Pacific will be in a position to enforce, if need be, friendly relations and favorable arrangements with the line down the Columbia River, no matter what hands that line may be in.

### THE CALISPEL VALLEY.

The name of Calispel is given to a portion of the valley of the Pend d'Oreille or Clark's Fork River, in the extreme northeastern part of Washington Territory, below Lake Pend d'Oreille. The mountains which hem in the river, both above and below, widen out so as to make a stretch of rich bottom lands thirty miles long by about six miles wide. We had supposed from former descriptions of this valley that it was subject to overflow in times of freshets, but the Rathdrum Courier, published at a point about

fifty miles distant, says it is not and describes it as especially inviting to settlement. According to the Courier there are 60,000 acres of fertile land in the valley awaiting an industrious community. The whole section is said to be well watered with springs of pure, cold water, which boil up from the ground in innumerable places and form many small streams. By the construction of a wagon road the distance from the valley to the Northern Pacific Railroad can be reduced to forty-three miles.

We might add that the only obstruction in the Pend d'Oreille River to continuous navigation down from the lake is a ledge of rocks which could be blown out at an expense of only a few hundred dollars for giant powder and labor. There would then be direct steam communication from the whole length of the Calispel Valley to Sand Point, on the Northern Pacific. This region is certainly worth the attention of enterprising immigrants.

#### THE DIVISION OF DAKOTA.

The proposition to divide Dakota and create a new Territory from the northern part thereof, has been pending in Congress since 1872, when it was first introduced by Senator Ramsey. It has passed one house or the other of Congress at almost every session since first introduced, but failed in the other usually from lack of time to reach it during the closing hours of Congress. Once it had passed the House, and failed in the Senate because of an amendment adopted, for the fun of it, probably, providing for woman's suffrage. In 1883 it failed in the House for political reasons - because Mr. Randall and others believed that if the bill were allowed to be taken from the table it would be so amended as to provide for the admission of South Dakota, and thus give to the Republicans three additional votes in the electoral college. So the motion to suspend the rules and place the bill upon its final passage was lost. Up to that time the opposition had come from the Eastern States without regard to party.

The people of both sections of Dakota have asked for the division of the Territory, adopting almost every possible form of petition. They have asked it through memorials adopted by their legislature, and almost without exception without opposition; they have asked it through resolutions adopted at every territorial convention of both political parties. They have asked it through delegations sent to Washington to labor with Congress, elected by conventions of the people called for the purpose. They have asked it through the adoption of a constitution that is equal to that of any State in the Union, formulated by a convention called for the purpose by the territorial legislature, which constitution was adopted by the people of South Dakota by a vote of 25,132 for, to 6,522 against, and under that constitution the State of South Dakota should be admitted.

The population of the Territory in 1870 was 14,181. Ten years later it had increased to 135,177, and in 1885 to 415,664. The population of the southern half of the Territory is 262,515, and of the northern half 153,149.

The area of the Territory is 149,100 square miles, while that of New York is but 49,170; that of Pennsylvania but 45,215; and that of Ohio but 41,060 square miles, the three containing 13,600 less square miles than the Territory of Dakota. New Hampshire has but 9,305 square miles, Massachusetts but 8,315; Rhode Island but 1,250; Connecticut but 4.990: New Jersey but 7.815: Delaware but 2.050: Maryland but 12,210: Vermont but 9,565: West Virginia but 24,780; Maine but 33,040-the ten named but 124,120, or 24,980 square miles less than Dakota.

Either portion of Dakota, if divided, would be larger than the combined area of the States of Rhode Island, New Hampshire, Massachusetts, New Jersey, Maryland, Vermont and West Virginia, and larger than either of the thirteen original States in the Union, or any since admitted excepting Texas, California, Minnesota, Kansas, Nebraska, Colorado, Nevada and Oregon.

Dakota has a greater population than Colorado, Delaware, Florida, Nevada, New Hampshire, Oregon, Rhode Island or Vermont. If divided, South Dakota would have a greater population than either Nevada, Delaware, Colorado or Oregon; and North Dakota greater than Delaware or Nevada, and but a few hundred less than Oregon.

With such a showing as to population and area, not to compare the wealth and industries of the two sections with other portions of the country, it does seem that simple justice to Dakota demands its division and the admission of the southern half as a State.

The charitable, penal and educational institutions of the southern half of Dakota have been duplicated in the northern portion, and by every act possible the people have shown their wish for division and that they expect it, and by every means at their command they have petitioned for it.

The two sections of Dakota have little that is in common with each other. They are engaged in different industries and seek different markets, and the people rarely come in contact with each other, except in conventions, where the lines are always sharply drawn—the north against the south—and the quicker they are separated and each allowed to build up its own institutions and in its own way the better.

ONE of Commissioner Sparks' recent fanatical rulings in his crusade upon the railroads is that the law giving the right to cut timber on the public lands only applies to timber cut for construction purposes on the lands immediately adjacent to the portion of the road actually being built. If this were law, instead of being merely Mr. Sparks' opinion, no railroads could be built in the treeless regions of the West, because no ties or bridge timber could be procured. Such material has frequently to be cut on mountain slopes a considerable distance from the track and floated down stream to the point where it is needed. Mr. Sparks also holds that timber lawfully taken from the public lands by a railroad company cannot be used for fuel. This would put a complete stop to railroad operations in many sections of the West, because all the wooded lands belong to the Government and Congress has made no provision for their sale. No fuel could be had for locomotives if Sparks were really the autocratic interpreter of statutes that he seems to imagine himself to be. The truth is the Commissioner of the General Land Office knows very little about the character of the public domain and is a meddlesome, blundering, mischiefmaking sort of a person with a demagogue's inclination to get a reputation as a land reformer. The President would do well to reform him back to private life.

A NORTHERN PACIFIC line from Garrison to Butte may now be regarded as certain to be built next season. The surveys are now in progress, the line will be definitely located during the winter and grading will probably begin as soon as the frost is out of the ground. The financial organization for building the road will, it is reported, consist of a few large Eastern holders of Northern Pacific stock and two or three Butte men, who have important mining interests. We have already fully explained the advantages to Butte and to the Northern Pacific of a standard gauge connection between that city and the Northern Pacific main line and the special merits of the Garrison route. At no distant day we believe that this line will be continued through the Pipestone Pass and down the Jefferson Valley to the three forks of the Missouri. This will give Butte the Bozeman coal and coke and the agricultural products of the Gallatin Valley and also afford it a direct route for shipment to the East of its matte and

First Female — "What are you engaged in now?"
Second Female — "I am a book agent." F. F. —
"What have you to do?" S. F. — "Nothing but
talk." F. F. — "How delightful!"



THE half-way station between New York and Portland, Oregon, on the Northern Pacific route, is the little town of Hawley, Minnesota, between Lake Park and Glyndon. It is 1,660 miles from New York. Between St. Paul and Portland, Stillwater, Montana, on the Upper Yellowstone, is about midway.

It is understood that the new Northern Pacific line between St. Paul and Minneapolis will be used by the Wisconsin Central and the Minnesota & Northwestern to get into Minneapolis, and by the Minneapolis & St. Louis for access to St. Paul. The Burlington's line to Minneapolis will be over the Manitoba tracks.

Thompson's Falls is the only one of the numerous outfitting points for the Cœur d'Alene mines, started during the stampede of the spring of 1884, which keeps a road opened to the mining camps and preserves an appearance of business. It may in time become the seat of important reduction works, to which ores will be hauled from the Pritchard Creek, Beaver Creek and Eagle Creek districts. A moderate expenditure would put the road to Murray in fair shape for heavy teaming.

An old traveler tells me that the anchors, crosses, and other ornamental articles pretending to be made of specimens of Colorado minerals, which are sold by train boys on the cars, all come from Germany. Even those extensively advertised by an enterprising Denver tradesman are imported. They could be made in this country just as well, but labor is too dear. Like children's toys, the Germans can produce them and send them to us cheaper than we can manufacture them at home. Many of the minerals in these bogus Colorado collections are artificially colored.

PRESIDENT HILL, of the Manitoba, said recently, in the course of a talk on the railroad situation in the Northwest, that the head of Lake Superior is the controlling point. A large part of Iowa and Nebraska, he explained, are as near Duluth as Fargo is to Chicago. If the Chicago roads should attempt to invade the wheat regions of North Dakota, much of the country which they now occupy could be invaded by lines from the head of Lake Superior. Mr. Hill has great faith in the future of Duluth and its Wisconsin neighbor, Superior.

A NORTHERN PACIFIC branch into the Palouse country, in Eastern Washington and Northern Idaho, seems now to be down on the cards for next year. It will leave the main line either at Spokane Falls or Cheney, and run first to Rockford, Farmington and Moscow. I drove through that region in 1882 on a buckboard. There is no finer agricultural country in the West. It is emphatically a country for small farms, and will be densely settled soon after it secures an outlet for its products. The chief crops are wheat, barley and flax.

THE funds have been raised for the building of the St. Paul Ice Palace, and the building will be erected in January. It will be the focus of a winter carnival to last four weeks, and to include tobogganing, skating, curling, sleighing, and other seasonable sports. In one wing of the building will be an ice rink for skating, and in the other a board floor for dancing. Excursion trains with low rates of fare will bring visitors from all the Minnesota. Dakota, Wisconsin and Iowa towns. Chicago and St. Louis promise to be largely represented at the carnival. Instead of a season of hibernating dullness, the coming winter is sure to be one of great animation in the capital city of the Northwest.

A HOTEL is to be built in Lake Pend d'Oreille, Idaho, next season, with a view of making a stopping place for tourist travel to and from the Pacific Coast. The mountain scenery of the lake surpasses in beauty that of Lake George, and is even grander than that

of Lake Tahoe, in Nevada. The fishing is good, and there is abundance of large game in the dense forests surrounding the lake. With comfortable hotel accommodations, Pend d'Oreille will soon become a popular summer resort. The hotel will also serve as a rendezvous for men engaged in prospecting and mining around the lake and along the Pend d'Oreille River, and also in the Kootenai country. There is much mineral wealth in those regions awaiting development.

THOMAS B. MORRIS, the distinguished civil engineer, who died in Oakland, California, last month, had charge of the building of the Pacific division of the Northern Pacific Railroad, from Kalama to Tacoma, in 1871-2, as principal assistant to Chief Engineer W. Milnor Roberts. He had previously built two hundred and fifty miles of the Union Pacific, and he afterwards built the narrow gauge roads in the Willamette Valley. He was a skillful engineer and a high-minded gentleman.

In Portland, Oregon, one day in November, I saw, for the first time, the advertisement of a female doctor posted in a street car, and adorned by a photograph of the lady herself. She appeared to be young and rather good-looking. The same evening, at the leading theatre of the city, I saw a woman conduct the orchestra. She beat the time vigorously, and sensibly kept on her wrap,—a plaid visite,—for the place was chilly. There were two other women in the orchestra, one playing first violin and the other a big horn. The Pacific Northwest seems to be a woman's country. In Washington they vote and sit on juries. In Oregon these privileges have not yet been granted them, but they do pretty much as they like in other respects.

WHILE in Portland I saw 600,000 bushels of wheat stacked up in sacks in J. B. Montgomery's big warehouse, waiting shipment to Liverpool. In each sack there were about two bushels. No one talks of bushels as applied to grain in Oregon, however, the measurement being by centuers and tons, a ton containing thirty-three bushels. The sacks cost six cents each. Thus the cost of sacking to the farmer is more than the elevator charges in Dakota, but the grain cannot be shipped in bulk through the tropics without heating. Unless some method should be invented of dividing a ship's hold into bins, between which the air could circulate, the elevator system can never be introduced in Oregon and Washington for wheat going to the sea-board to be shipped around Cape Horn.

The election of John H. Mitchell as United States Senator from Oregon, last month, was the most remarkable personal victory I can recall, from a long observation of political struggles. Mitchell was vehemently assailed with charges affecting his public integrity and private character by the oldest and ablest journal in his State, yet he received the votes of a majority of both the Republican and Democratic members of the legislature—an unprecedented result. His success was owing largely to personal popularity, but chiefly, no doubt, to the belief that during his former term in the Senate he'had been peculiarly serviceable to the interests of Oregon in securing appropriations for the improvement of her rivers and harbors. The great works now in progress at the cascades of the Columbia and at the mouth of that river are largely the outcome of his efforts at Washington.

SURVEYORS AT WORK.—A party of nine railroad surveyors arrived in the city Sunday and on Tuesday commenced the work of surveying a route for the Farmington branch, under direction of Mr. Frank Riffler. They are under instructions to survey from this point only and will consume about three weeks in making the relocation. Just what will be done upon completion of this work cannot be foretold, but there is every prospect that construction will begin immediately after the Pataha branch is finished, or, at furthest, early next spring.—Colfax (Wash. Ter.) Gazette.

This branch is to be thirty miles long. It is to be built by the Oregon Railway & Navigation Company into territory naturally tributary to the Northern Pacific. There is talk of continuing it to Spokane Falls. The Northern Pacific will in all probability prevent this by building a branch southward from the Falls up Hangman Creek to Farmington, Moscow and Lewiston.

#### NEW BOOKS.

John B. Alden, the enterprising New York publisher of good books at cheap prices, sends us the second and third volumes of his Ruskin series. Vol. II is, in fact, five books in one, containing five separate works: "A Joy Forever," "Munera Pulveris," "The Two Paths," "Unto this Last," and "The Storm-Oloud of the Nineteenth Century." There are to be fourteen volumes in all of the series, but they are not numbered, and readers who want to obtain some familiarity with the writings of the manliest and most thoughtful and original of English art critics need not feel obliged to buy the whole set. Art and Political Economy are the topics of the discourses and essays in the second volume. The reader is surprised to find how live and fresh and applicable to the present labor agitation are the articles on the true relation between capitalists and laborers.

The third volume contains Ruskin's poems, written at the beginning of his literary career, a number of lectures on art and education, and a bright little fairy story called the "King of the Golden River," written in 1841, when the author was twenty-two years old. The price of these volumes is \$1.30 each.

"Practical Economics" is the title of an octavo volume in which David A. Wells collects a number of timely essays on certain of the recent economic experiences of the United States in the line of the tariff, the metallic currency and the excise taxes on distilled spirits. Most of these essays have already appeared in periodical literature, but the questions they treat are as fresh as ever and apparently a long way off from any scientific and permanent solution. Mr. Wells is one of the soundest thinkers and most vigorous writers among American economists of the free trade school. Published by G. P. Putnam's Sons, New York, and for sale by St. Paul Book and Stationery Company. Price, \$1.50.

"To rehearse the lustrous story of Rome from its beginning in the mists of myth and fable down to the mischievous times when the republic came to an end, just before the brilliant period of the empire opened," is the task which Arthur Gilman has performed in the first volume of Putnam's "Story of the

Nations'' series. He writes in a clear, pleasing narrative style and has a felicitous knack, with a few touches of personal description, of making the old Roman generals, consuls and tribunes appear like real flesh and blood people, instead of misty spectres from the distant past or dusty historical lay figures. The "Story of the Nations" series will meet a popular want. Few men or women in this busy age have time to read the old five or ten volume histories. Here is an opportunity to get the pith of the past in small compass and yet not in the dry, husk-like shape it is usually presented in cyclopedias and historical compendiums. Published by G. P. Putnam's Sons, New York, and for sale by St. Paul Book and Stationery Company. Price, \$1.50.

"The Postulates of English Political Economy," by the late Walter Bagehot, contains some materials which would probably have grown into one of the most remarkable books of the century had the author lived to carry out his plans, a book which the editor of this little volume says promised to make a landmark in the history of economics. Besides the introductory article this volume contains Bagehot's notable essays on "The Transferability of Labor" and "The Transferability of Capital." Published by G. P. Putnam's Sons, New York. For sale by the St. Paul Book and Stationery Company. Price, \$1.

#### CHARLES W. ROBY.

Prof. C. W. Roby, the newly appointed postmaster of Portland, Oregon, and whose portrait appears in this issue of our magazine, was born in Stoughton, Wis., April 20, 1850. He was educated at Stoughton and at the Wisconsin State University. Completing the course in the law department of the university in 1872, he received the degree of LL. B. and was admitted to the bar. After practicing about a year in Madison he removed to Winnebago County, where, in 1874, he was made county superintendent of schools. The next year he removed to La Crosse and engaged in teaching for two years or more. In 1877

PROF. CHARLES W. ROBY, POSTMASTER OF PORTLAND, OREGON.

he commenced the practice of law at La Crosse, and also held the office of city superintendent of schools during the years of 1877, 1878 and 1879, but in 1880 he again devoted himself exclusively to the law. Mr. Roby is full of pluck and energy, and is a self-made man. At the age of nine he was thrown entirely upon his own resources for a living. At the age of sixteen he began teaching, by which means he not only succeeded - \(^1\) securing a liberal education, but aided in the support of his mother.

The Bench and Bar of Wisconsin says: "The dean of the law faculty, Harlow S. Orton, now a distinguished judge of the Supreme Court of Wisconsin, observes: 'Mr. Roby is a young man of fine attainments, good abilities and unblemished character."

Prof. Roby has resided in Portland some six years, where he has held the position of principal of the Central Schools. As an educator he has no superior on the Pacific Coast, and he is held in high esteem by all associated with him professionally. When he resigned the position of principal to accept that of postmaster, the teachers and pupils tendered him a farewell reception, showing their high appreciation of his worth. He was made the recipient of many

valuable mementoes, and many expressions of regret at his retirement from the schools.

He has been a consistent Democrat ever since he attained his majority, and when Postmaster Steel's term was about to expire, and President Cleveland was casting about for a man of solid worth and executive ability of a high order to fill the responsible position of postmaster of Portland, no one was surprised when his choice fell on Prof. Charles W. Roby. No one who knows Mr. Roby doubts the wisdom of the President's choice.

### WESTERN WOMEN AND CHILDREN.

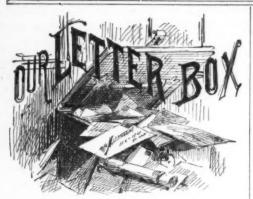
Somewhere on the extreme western borders of Nebraska, where is still an occasional chance to take up a homestead, was recently made a claim by two women. They had barely enough to erect some sort of a house to live in. For water they had to travel

listen, my lady friends - seven miles on' foot, there being no well nearer. They were to depend on what they could raise, and how were they to cultivate the soil with neither plow nor horse to turn up the sod? I will tell you. They bravely marched forth one morning armed with a hoe and an axe! They chopped off the knobs of buffalo grass, scooped out a bit of earth, stuck in a few, kernels of corn, covered them up, and let nature do the rest. Nature appreciated their pluck, and now there stands as fine a piece of corn near their cabin as one would wish to see. Those women will hold on to that land, and one of these days will "read their title clear" to land worth \$10, \$20 and \$30 the acre.

And, speaking of the women of this Western world, let me say they retain knowledge of an art fast becoming a lost one among their American sisters of New England, namely, the art of bearing children. Babies are everywhere. They go to the harvest, have celebrations like anybody else, and drown out the struggling orator with remarks of their They go to church, and do not hesitate to interrupt the most austere presentation of Calvinistic doctrines with a cheerful prattle that is altogether reassuring. Last evening I attended a fine dedication service of a Jewish synagogue in Kansas City, and in the inaugural procession to the altar, while organ and choir pealed out a splendid anthem

a pretty little black-haired creature bore the great Bible, two other little girls scattered flowers, and another carried and presented the emblematical key. It may be a universal custom, but seemed especially appropriate in this land of little folks, to have the children to the fore. The earnest words of the rabbis, which followed, were not more impressive than the simple demeanor of those dark-eyed, pretty little girls. The children seem as healthy as numerous. I believe the coming generation at the West will be the peer of any America has produced, abounding in men and women of high health and fine nerve, of manly and womanly character.—Correspondence Springfield (Mass.) Republican.

It was suggestive of thoughtful reflection to see, at Minnewaukan, the new village at the head of Devils Lake, the Indians who had come down from the Turtle Mountains with their carts filled with buffalo bones. The dwindling remnants of one race gathering the fragmentary remains of a nearly extinct species of animals and bringing them for the service of the agriculture of the overmastering civilization which has swept both buffalo and Indian before it, was a picture more realistic than any that could be laid on painter's canvas.— Caledonia (Minn.) Argus.



Suggestions from a Practical Miller.

St. Louis, Mo., Oct. 26, 1885.

To the Editor of The Northwest Magazine:

I have read several numbers of your very interesting magazine. I could not help being struck by a remark that frequently occurs in your descriptions of the growing towns of the Northwest. I refer to that in which you mention the want of a flouring mill, which you say is deplored in several places. At the same time you speak of residents of energy and capital, who are deeply interested in the prosperity of their homes. This being so I beg to offer a suggestion for the consideration of your readers: By the expenditure of about \$5,000 a mill could be erected to make a good quality of flour and also grind any feed that may be wanted in a community of 4,000 or 5,000 souls. Now there are plenty of respectable young men in the Eastern States who would be glad enough to go West and make it their home, but are debarred by want of capital sufficient to make a successful start in life. My suggestion, then, is that some person or persons of capital should build and equip the mill and let it to a trustworthy man to work on shares. The system is now successfully practiced in many small places and, if the mill is really required, by this means it cannot fail to pay a good interest on the capital invested. I, myself, am a young English miller and should be only too glad to go West and identify myself with the interests of some growing place, but not having the capital necessary for an undertaking of this kind, can do nothing by myself. In conclusion I would just say that to insure a profitable investment the mill would require to be isolated, so as to be out of the competition of larger concerns, and, if possible, driven by water power; and if there is any timber at all in the neighborhood a small saw mill plant might be added with advantage. I offer this as a suggestion to your readers and shall be pleased to answer any correspondence on the subject.

Baumeister's Hotel, 2301 South Broadway, St. Louis, Mo.

Longest in the Northern Pacific Service.

Brainerd, Minn., Nov. 12, 1885.

To the Editor of The Northwest Magazine:

Can you tell me who is entitled to the honor of longest service on the Northern Pacific Railroad? The question is often discussed among railroad men here.

CONDUCTOR.

Capt. Spaulding, of Brainerd, was the first conductor on the road. The first fire in a locomotive was lighted by H. C. Davis, the first brakeman on the road, and now assistant general passenger agent. Superintendent Kimberly, of the Minnesota division, and Auditor Martin, of the St. Paul general offices, were members of the engineer corps which ran the line through Northern Minnesota. Capt. Spaulding probably dates back further in railway service as a conductor than any man now living in the United States. He ran a train on the Rensselaer & Saratoga and was afterward on the Boston & Lowell, two of the first roads opened in America.

### Mouse or Moose River?

JAMESTOWN, DAK., Nov. 20, 1885.

To the Editor of The Northwest Magazine:

Which is correct, Mouse or Moose, as the name of the river in North Dakota? D. L. Wilbur says it should be Moose and our newspaper, the Capital, has used that spelling of late.

TENDERFOOT.

The old French maps call it Riviere du Souris.

There is no authority for calling it Moose. Better stick to the old French name.

#### Shepherd Dogs.

Henry G. Dougan, 424 Ninth Avenue South, Minneapolis, Minn., writes that he has a number of pure blood Scotch shepherd pups, from imported stock, which he thinks may be wanted by some of our readers in Montana who are raising sheep.

#### GLIMPSES OF THE TWIN CITIES.

S. A. C. in Portland Oregonian.

One of the remarkable features of the twin cities that are beside each other on the waters of the Mississippi in this northern region is the fact that they are "beside themselves" with jealousy towards each other. The railroads made the one and the water power made the other. Minneapolis is on land that stretches forward wide in comely levels, and has broad streets at right angles, walled in, sometimes for a mile or so, with grand business blocks that make you wonder if the world really sustains them. The Mississippi is not a broad and destroying river exactly, for the way it is bridged shows that floods do not overgo their natural banks very often. Good, practical millers, who had broad ideas, mapped them out on these spreading plains in the form of wide streets and roomy lots and blocks. Minneapolis claims the most people, the best built and laid out city and greater enterprise. She certainly has the most flouring mills, for whenever you see a vast pile beside the river or on the bluff near by, and ask: What building is that? you are told that it is some great flouring mill, grinding away at the fortunes of the place.

This seems to be, par excellence, the greatest of water powers. Rochester used to be pre-eminent in that line, because it had the famous falls of the Genesee, where Sam Patch made his leap. But when the world was moving West, flouring mills were not left behind. I am induced to moralize a bit on this matter of wheat growing and grinding, because it seems a simple rule of three, though it may not be an easy one, and to ask: If wheat and water power make Minneapolis what we see it is, with its great mills and its present population of 130,000, what may we not expect of Spokane Falls, when wheat growing and grinding shall multiply in the future? The Mississippi is a famous stream, and around it is grown a very world of grain, but the country west of the Rocky Mountains, that is tributary to the Northern Pacific, can turn off wheat enough to keep Spokane Falls very busy, and the water there has greater power than the Mississippi has here. This problem was present in the vigorous policy of Mr. Villard, and very likely he based his faith in Spokane Falls on the success that attended Minneapolis. While the Mississippi heads far north, the Spokane merely drains Lake Cœur d'Alene, but it has immensity of power, because the fall is so much greater than here. Yes, Spokane may rival Minneapolis if the railroad will continue to transport flour East. And why not? The idea is not at all preposterous. If the flour from Spokane comes East, it may be that it will come into direct competition with that milled here. We have the Falls of the Willamette to make demands on whenever millers care to go extensively into grinding wheat, and why not see a twin to Minneapolis grow up on the Willamette? It will only be as far from Portland as Minneapolis is from St. Paul. As in the case of these two cities, water power will make one and railroads sustain the glory of the other. Dealing in futures is not a safe business, but what the future has in store for our Western region is fairly matter for thought and speculation. What we have seen is but a beginning of the things that are to be. That Spokane shall sometime equal Minneapolis, as we see it to-day, is far more likely to be realized as fact than to be mere conjec-

It is Sunday, the town is very lonesome, and to a

stranger uninteresting. The church bells ring and the people, some of them, respond to the call, but many more of them wander the streets aimlessly. The stores are shut and the crowd of carts and trucks are laid by to rest. I have walked about, seeing and admiring. Especially I saw the beautiful bridge across the Mississippi to West St. Paul. It starts from a bluff on the city side and slants down 1,500 feet to the flats on the west. Standing far above the river and the trains massed under the bluff, one sees the windings of the watery way and the wonderful work progressing on either hand. A freight train starts under the bluff; the engine puffs slowly, and the end close below you moves. Your eyes follow the long-jointed array of cars to where you see the engine puff and wheeze. It hardly seems possible, but the procession is nearly half a mile long. The train goes faster and faster; the puffs increase in frequency to become one mingled din; soon the long string of cars go winding around the nearest bluff and are out of view entirely. What a sight that would be for the ancient Sioux whose lodges were under that bluff; how the ancient English was fast that would be soon to be soon the same of the Frenchman, who was first owner of this ground after the Indian title was lost, would stare to witness all we see,—city, bridge, trains. It is a beautiful country, and the grove-clad hills are being painted with autumn's livery by the October frosts. Morning sees the roofs and sidewalks white as snow, and the after noon sun comes out with Indian-summer warmth. It must be Indian summer in all its beauty and of the days are idyllic in their charm, after morning's touch has tamed the heavy frost. Everywhere you see and hear folks act and talk of winter as if they fearfully dreaded it. The universal story as if they fearfully dreaded it. The universal story is that it grows worse and worse year by year. A gentleman who has been here fifteen years says he hardly wore an overcoat the first year and now can not go out without a heavy one. Where I get my meals the good woman tells how she was left a widow—the winters killed her husband. Men have great fur overcoats and women dress in furs. Look anywhere and you see preparations for winter on a scale that an Oregonian has no idea of. All seem to think this fine weather is the last they can expect

There is no danger that the last ney can expect before Zero claims them for his own.

There is no danger that the labor problem will strike Minnesota in the same form it is liable to smite California and Oregon. There is no Chinese question here, no Celestial laundrymen. When I wanted some clothes cleansed I went to a nicely equipped room on a prominent street and was waited on by a clerk who was "to the manner born." Through an open door I saw a row of attractive looking women operating the flatirons, and there was no smell of the middle kingdom perceptible either in the premises or the laundried garments. The clothes were whiter, nicer and purer than ever Chinaman was capable of. I actually wonder at the way we Oregonese permit the Chinese to impose on us. The smells that a Chinese wash-house is capable of are equal to the tradition concerning Cologne—was it not?—that could identify 1,500 individual stinks, to drop the poetry out of it. And whoever has been through the premises of such an establishment must wonder that decent Caucasians will put up with such an intolerably filthy race. The prevailing denomination here are the Swedes. Everywhere you meet the round face and peculiar phiz of the Swedish nation. Swedes fill every menial position here that the colored race do not occupy. I sauntered about town and saw a Chinese sign, but no other sign of a Chinaman. Not a pigtail have I witnessed on the thoroughfares, and I confess that a substitution of Swedes for Chinamen is preferable. When I think of the Chinese, my soul ejaculates:

position here that the colored race do not occupy. I sauntered about town and saw a Chinese sign, but no other sign of a Chinaman. Not a pigtail have I witnessed on the thoroughfares, and I confess that a substitution of Swedes for Chinamen is preferable. When I think of the Chinese, my soul ejaculates: "How long, O Lord, how long!"

Streets here are beautifully paved, and the carriages roll along on them as if they were on grass. The Nicholson pavement has been tried, but the present system is a little different. Instead of sawed blocks they prepare the bed with sand and mortar and plank, on which they lay short sections of round poles, as if they took the second growth of our red fir and cut it up, laying them end up and clinked with gravel and tar. The business streets of St. Paul are all finished in this way. There is no old pavement; the work has been done recently, and not tried long enough to decide its enduring qualities, at least that was the opinion I had. If it works well we ought to try it in Oregon, for I do consider those Belgian blocks the "killingest" arrangement possible—killing on horses and deafening to human ears.

The correspondent is mistaken about Minnesota winters. They do not kill people. Nowhere can there be found a more vigorous, healthful population. The winters are less trying to the constitution than the damp, changeable winters in such States as Illinois, Ohio and New York.—[EDITOR NORTHWEST

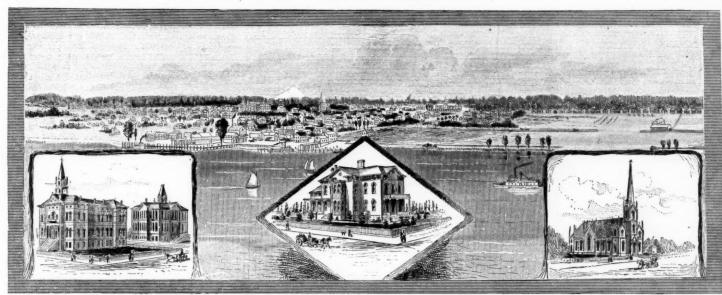
# [For The Northwest Magazine.] VANCOUVER.

Our artist has made a sketch of the pleasant town of Vancouver, in Washington Territory, and has worked into the corners of his picture some little views of the conspicuous buildings of the place. Time was when Vancouver had prospects of being the commercial metropolis of the Pacific Northwest. Standing at the head of ship navigation on the Columbia, just above the mouth of the Willamette, and ssing a location admirably adapted for the site of a large city -a broad, high plateau sloping evenly to the deep water of the river, and looking up and down the wide, powerful stream for many milesit seemed to be plainly designated by nature for a great destiny. But the rich valley of the Willamette drew commerce as far up its own river as the wheat ships could sail, and thus created Portland, at a point eighteen miles from the junction of the two streams. So Vancouver, whose commanding position for trade and remarkable attractions as a place of residence made it the seat of the Hudson Bay Commany's operations and authority early in the century, has gone along quietly at a village-pace of growth, and has almost forgotten its old dreams of grandeur. It had one last chance for commercial greatness a few years ago. If the Northern Pacific Railroad had arly desirable place for permanent homes. By the water route the distance from Portland is eighteen miles, and two steamboats run each way twice a day; but by land it is only seven miles across the peninsula which separates the two rivers, and frequent stages run from ferry to ferry in an hour's time. This is the favorite drive of Portland people, who are fond of speeding their trotters on the smooth road through the forests, and of making calls on the officers' families at the military post as a motive for the excursion.

A railroad is to be built across the peninsula next year, and this will make Vancouver practically a residence suburb of Portland, distant in time less than half an hour from the business centre of the metropolis. The town will then share in the future growth of the neighboring city, and become more than ever a favorite site for residences. Another resource for further development is looked for from the newly discovered mines of coal in the northeastern part of Clarke County, in the Cascade Mountains. A railway from Vancouver to the coal fields would not be a very costly undertaking, and, judging from the specimens, the coal is of such excellent quality that the road would at once bring it into general use for domestic and manufacturing purposes in Portland and in the Willamette Valley towns. From this new source of wealth Vancouver may yet attain to tion; and in the way of manufacturing enterprises, two steam saw mills, with an aggregate capacity of 40,000 feet per day, two planing mills, a sash and door factory, a flouring mill, a curled hair factory, and a brickyard.

A good deal of unsettled land can still be found in Clarke County, which the forest fires have helped to clear, and which is highly productive of the smaller grains, and of grasses and vegetables. The climate is a novelty to Eastern people. Summer nights are always cool, and days are not often too warm for comfortable out-door labor. Autumn lingers with bright balmy days till December. Winter brings a little snow, a good deal of rain, and a thermometric range rarely going much below the freezing point, though sometimes dropping almost to zero. Spring begins to show itself in February, and settles down in March to the steady business of developing the new vegetation. I write on the eighteenth of November. There is a May feeling in the air. A light, warm shower has just fallen, and the sky has resumed its summer tints of blue. Yet two old residents have added to their morning salutations the remark, "Feels a little wintry to-day." They ought to have a taste of a Minnesota November. To me it feels decidedly spring-like, and I find a light overcoat burdensome, and gloves superfluous.

E. V. S.



COURT HOUSE AND SCHOOL

RESIDENCE OF MRS. A. C. WINTERS.

CATHOLIC CURCHH.

built on its chartered line down the north bank of the Columbia, Vancouver would have become the shipping point for the wheat of the "Inland Empire" east of the Cascade Mountains, and would have stepped at once into a position of rivalry with Portland. But the Northern Pacific made the mistake of beginning to build at Wallula, two hundred and fifteen miles east of the mouth of the Willamette, and while it was struggling to make its ends of track meet in Montana, the Oregon Railway & Navigation Company was formed and occupied the Valley of the Columbia with a road on the South bank of the river. This line fixed Portland as the railroad centre and grain-shipping point of the whole Columbia basin. The Northern Pacific gave up its route down the Columbia, and is now pushing a short line to the tide water of Puget Sound, across the Cascade Mountains.

Vancouver, with its 3,500 inhabitants, its large military garrison, its saw mills and its trade by steamboats along the river, is a place of importance, but will never be a big city. Its good schools, its pleasant social life, its healthful situation and perfect drainage, its pretty public park, its convenience of access, and its superb and inspiring view of the magnificent pyramidal snow peak of Mount Hood, will bring it more and more into notice as a peculi-

VANCOUVER, W. T, AND U. S. BARRACKS FROM THE COLUMBIA. considerable business activity.

Vancouver Barracks, as the military post is called, closely adjoins the town, and is the headquarters of the Department of the Columbia, whose present commander is Gen. John Gibbon. Army men usually speak of it as the most attractive post in the West. Some prefer Fort Cœur d'Alene, on account of the opportunities there for hunting and fishing, but all agree that for beauty of location and appearance Vancouver is unequaled. The officers' cottages are not built, as at most posts, in dreary uniformity, but represent half a dozen epochs of military architecture, and more than as many different styles. Save for the cannon on the parade ground and the blue-coated soldiers, one could easily fancy the post to be a charming little summer-resort village.

The townsfolk and garrison are supplied with pure spring water by a system of ten miles of pipes; there is a \$35,000 court house; a public school house which cost \$20,000; a Roman Catholic orphanage called the "House of Providence," which is the most conspicuous building in the city; two weekly newspapers, the *Independent* and the *Register*; a Catholic cathedral, which is the largest church edifice in Washington Territory; Episcopalian, Methodist and Presbyterian churches; a national bank and the numerous stores required by a place of its popula-

THE people in the Northwest will be glad to know of the increased net earnings of the Northern Pacific Railroad thus far this year. The interests of the country and the railroad are identical, and when the railroad is prospering so is the country, and vice versa. Everybody in Dakota is prospering and all rejoice together.—Lisbon (Dak.) Star.

THE world at large has at last awakened to the fact that Montana is the best horse and cattle country now remaining. Every day strangers arrive in town in search of a location for a ranch, and whether their efforts be successful or not, they one and all unite in praising the advantages of the country.—Yellowstone Journal.

THE Billings (Montana) Gazette thinks that as long as the Indian reservations exist they will be a curse to the country and a blot on the landscape. The Indians are protected in the possession of several thousand acres of land for each individual, which they use simply as a basis from which to carry out their thieving raids on the farmers and stockmen within a radius of several hundred miles. Not satisfied with what is given to them, and what they steal, they fire the prairies, destroying the stock ranges and the improvements of the unfortunate settlers, of whom many in this Territory have thus been made homeless, and lost the product of several years' honest labor during the last few months.

### GLIMPSES OF WESTERN LIFE

[For The Northwest Magazine.] SHEEP SHEARING IN OREGON.

BY J. W. REDINGTON.

In Heppner & Blackman's store the other evening a man who now owns a large band was relating his early experience in the sheep business, learning to shear, etc., and with slight variations his case will fit that of many others. "Several years ago," said he, "I was in Portland without employment, and, seeing that I would have many months of profitless idleness if I remained there, I took the boat for Eastern Oregon with no definite idea of where I was going or what I was going to do. At the Dalles I bought an aged, white-eyed, lop-lipped pinto cayuse and an old wreck of a hand saddle, all for \$12.50. The man I bought of assured me that I had got \$15 the best of him and it made me feel rather mean to think I had taken advantage of the poor fellow's necessity, but I felt differently about it when a newfound friend gently broke to me the humiliating news that I had been badly bilked out of at least \$10. Investing \$12.50 in a pair of blankets and a stakerope I rode away from the Dalles with \$3.75 to pay traveling expenses. My blankets and stake-rope ranch the crew traveled over a large scope of country, the weather was warm, the boys good natured, and everything ran smoothly. One job was for a wealthy Australian-Scotchman who owned over 12,000 head of sheep. We went to his ranch and were getting ready to commence work next morning when we were called to the mess-house to be inspected and interviewed by the proprietor. He wore two dollars' worth of dignity for every dollar he was worth; he asked the captain if his full crew was present and Dave Gray, the boss shearer, said yes.

"'And how many sheep can that young fellow over-r in the cor-rner tur-r-n off?' said the lordly woolgrower, pointing to me.

"'Oh, he doesn't shear; that's our horse herder and secretary,' said the captain.

"'I never-r contr-r-acted to boar-rd a hour-rse her-rder and secr-retar-ee, an' I'm not furnishin' grub for him,' said the the big sheep owner.

"It was duly explained that I was not only valuable to them, but the time I saved them tending their horses could be used by the crew in finishing the job just that much earlier. But the sheepman couldn't see it, so the captain very abruptly told the boys to saddle up and get out of there, - there were lots of other ranches where a little grub was not so highly prized. This brought the rich rancher to



A SHEEP-SHEARER AT WORK

saved lodging and stable bills, but four-bit tollbridges and meals soon got away with all my cap-

"The fates didn't require that I should miss more than one meal, for I soon struck a job of digging post-holes at a dollar a day and found. And I found it mighty hard work. Three days' work furnished me with coin enough to resume my journey, and I traveled on toward the Antelope Valley country. One evening I rode up to a shearing corral and asked the sheepman if he didn't want to hire a hand. He critically sized me up and said he guessed not. I then got up on the corral fence and watched the shearing. The work looked oh! so easy! and I would have given a mortgage on my horse and saddle and my remaining six bits as a bonus for a job of sheep shearing at seven cents a head. The shearers were working steadily, but kept up a running conversation on the news of the day, quality of the grub, etc. While I was taking it all in supper was called out from the house not far distant and, feeling rather ashamed of hanging around where I had no business I prepared to move on, when the sheepman was kind enough to tell me I'd better stake out my old cayuse carcass and stay to supper, which I did. The shearers wanted a horse herder and they gave me the job at a dollar a day.

"I became fast friends with every shearer in the outfit, and, as my job was of a very soft and leisurely nature, the duty of keeping the crew's shearing account was saddled on me by the captain. All I had to do besides the bookkeeping was to stake and hobble the shearers' horses at night and herd them during the day, and my opportunities for reading old new papers, taking midday naps and scraping acquaintance with sheepherders out on the bunch-grass range were limitless While going from ranch to

terms and he was very willing to consider his grub less valuable if the shearers would only stay with him. Shearers were shearers in those days. These sheep were scabby and hard to shear and the job dragged on so long that is was evident other clippers were needed to finish up in time for the next appointment. They were not, however to be had. So Gray made arrangements with the boss to pasture the horses, so I could be added to the shearers. An old pair of overalls, a shirt, a pair of shears, and a whetstone were loaned me by different members of the crew till I could get to Polk May's store, and I gaily went into the pen. I had previously watched the clippers' modus oper—what-you-call-it, and felt confident I could get my hand in. confident I could get my hand in.
"Resolving not to wear myself out the first day I

"Resolving not to wear myself out the first day I only drew twenty strings, and, arranging my kit, stepped off the platform, proudly grabbed a sheep and tumbled him on the stand.

"'Turn that old cobbler loose," said the captain, "and let me pick one for you to start on,' and in a jiffy he had a bare-belly at my stand. He started the first furrow and, explaining a few points, left the rest to me. I went at it carefully with the point of the shears and was slowly building little ridges down the old sheep's side, when one of the boys told me to 'shove the shears and don't be afraid of cutting the old son-of-a-gun.' Down went my blades vigorously and got twisted the wrong side of each other. 'Don't make your shears buck that way; take a longer bite, like this,' said a clipper, illustrating the way. I got make your shears buck that way; take a longer bite, like this,' said a clipper, illustrating the way. I got as wet as a dish-rag with perspiration, and my head was dizzy from stooping over, and my backbone called rather loudly for a change of position; so I got on one knee and holding the sheep like 'Bye Baby, Bye O,' was cutting out a little bunch of wool that grew in an out-of-the-way corner of the hind quarters, which, in order to clip more easily, I pulled up with my left hand and cut off a murderous piece of mutton. The gentle creature who had been so far patiently The gentle creature who had been so far patiently passive to my treatment became desperately active. passive to my treatment became desperately access. Before it got away I got a grip in its wool and both the sheep and myself rolled off the platform struggling for victory or for death. 'Stay with him!' 'Two to one on the horse herder!' 'Hold him down,

Frenchy!' cried the crew variously in tones of ironical encouragement. I had lately graduated from the Portland Young Men's Christian Association and didn't know how to swear, but I easily repeated all the oaths in hell's dictionary off hand and without previous practice when I got the sheep back to the stand again. My eyes were full of dust, and sheep grease, perspiration and blood were pretty generally mixed about my person.

"The boss shearer finished that sheep for me and when I had gathered together the scattered fleece he

"The boss shearer finished that sheep for me and when I had gathered together the scattered fleece he delivered me the following lecture: 'Keep on your feet when you are shearing and don't handle a darn sheep like a sick baby. Stoop over and let him lay down further on his back when you want to get at the rump. Tighten the skin to level down the wrinkles and don't touch the wool or you'll clip off a saddle blanket every time.' And so I labored on, roaching the bare bellies the good-natured boys picked for me. Just before dinner, while working on an old hook-horned wether (this, you know, was before the big Cheyenne drives, when wethers were allowed long lives), I became so dizzy and my back ached so much that, though the fleece was nearly off, I would have turned him loose were it not for being I would have turned him loose were it not for being seized by the bright idea of hanging him on the seized by the bright idea of nanging him on the fence by the horns, which I straightway did, and laid down on the fleece a total wreck. The new departure of hanging a sheep up by the horns in order to take a rest before the fleece is off, I claim the entire honor of originating, and I have found the practice very healthy for an aching back, and, though not considered strictly professional, I would freely advise glipper apprepties to try it.

not considered strictly professional, I would freely advise clipper apprentices to try it.

"That day I credited myself with ten strings, two of which were pulled by the good-hearted fellow who was working at my side. Next morning it was an agonizing ordeal to roll my stiff body out of the blankets, but I worked on till my daily credit was twenty-five strings. The job lasted two we-ks and when it was well over I assured the captain that I would not go back on him to follow the shearing trade. Though I loved to shear and could make much more money at it. I would, under the circummuch more money at it I would, under the circum-stances, as hands were scarce, still be horse herder and secretary. And for four long weeks I laid around in the shade of junipers and sage trees convalescing from the awful tired spell contracted while shearing.

### The Little Old Sod Shanty on the Claim.

I am looking rather seedy now, while holding down my And my victuals are not always served the best; And the mice play slyl y round me as I nestle down to sleep, In my little old sod shanty on the claim.

CHORUS:

The hinges are of leather and the windows have no glass,
While the board roof lets the howling blizzard in;
And I hear the hungry coyote, as he sneaks up through the grass Round my little old sod shanty on the claim.

Yet, I rather like the novelty of living in this way, Though my daily bill of fare is rather tame; But I am happy as a clam on this land of Uncle Sam, In my little old sod shanty on the claim.

But when I left my Eastern home, a bachelor so gay,
To try to win my way to wealth and fame,
I little thought that I'd come down to burnng twisted hay,
In my little old sod shanty on the claim. My clothes are plastered o'er with dough and I'm looking like

a fright,
And everything is scattered round the room;
But I wouldn't give the freedom that I have out in the West,
For the bauble of an Eastern mansard house.

Still I wish that some kind-hearted girl would pity on me take And relieve me from the mess that I am in; The angel — how I'd bless her, If this her house she'd make, In my little old sod shanty on the claim.

And when we made our fortune on the prairies in the West,
Just as happy as two lovers we'd remain;
We'd forget the trials and the troubles which we endured at In our little old sod shanty on the claim.

And if the fates should bless us with, now and then, an heir, To cheer our hearts with modest pride to flame, O, then we'd be content with the toil that we had spent In our little old sod shanty on the claim.

When time enough had lapsed and all those little brats
To man and modest womanhood had grown,
It won't seem half so lonely when around us we shall look,
And see other old sod shanties on the claim.

THE NEWSPAPER DID IT. — McManus, a compositor on the Billings (Mont.) Gazette, went hunting the itor on the Billings (Mont.) Gazette, went hunting the other day équipped with an old single-barrel, muzzle-loading gun. While in the woods he thought he saw a chicken up in a tree and fired a charge of bird shot at it. This velley disclosed the fact that the supposed chicken was a wildcat. From this juncture he concludes his own story as follows: "I then put a handful of powder in the old gun, crowded in half a newspaper, and rammed it down hard; then poured in shot until I could almost see it and put the other half of the newspaper on top of that. Then I other half of the newspaper on top of that. Then I aimed at the head of the bobcat and fired. The cat and I dropped at the same time, but as I hadn't far to go I reached the ground first. The cat wasn't quite dead when he reached the ground, so I finished him with a club."

### NORTHWESTERN NOTES.

AT Spokane Falls, W. T., the hot springs prevent the river from freezing, and the water power of the falls, which is practically illimitable, is to be depended on the year round.

THE National Stockman says that the Angora industry is not carried on nearly so extensively as it might be, to the great advantage to the growers of this kind of stock and to the country in general. Well-bred animals generally shear from four to six pounds of mohair, and it finds ready sale at from fifty to sixty cents per pound. In fact, there is not sufficient of the Angora fleece now grown to meet the demands of the manufacturers.

NEAR Colville, W. T., some extremely rich silver mines have just been opened, one being nearly pure chloride of silver. A big Colorado company is now opening placer mines in the Cœur d'Alene region by a bed-rock flume that will cost \$500,000. These mines will give employment to about 2,000 men. These rich quartz discoveries of argentiferous galena and gold, the Pend d'Oreille region, and other rich sections are tributary to Spokane Falls.

A GREAT mining boom is expected in the Northwest in the spring of 1886. There are several regions to develop, and all are assured of a great rush. Cœur d'Alene expects to enjoy a boom that will excel all others. The region is being developed by Eastern capitalists. Pine Creek will also come in for a boom. That section is undoubtedly very rich, and abounds in mineral wealth. Mining men say it is the richest camp on the Coast at present. The Colville country is one of great promise and will be heard from.

MIXTURE OF CHINESE AND INDIAN.—A Chinese merchant who left the Sound for his native land a short time since, and thus escaped trouble, had an Indian wife, three boys and a girl. He has gone to Hong Kong, where he will probably introduce his wife as an American woman. His relatives will be apt to form some rather queer ideas of the American people from this sample. The children speak English, Chinese and the Indian dialect of their mother. They should be taken in charge by some anthropological society, and their peculiarities noted to see what effect this intermixture of races has. The mixture of white and Indian is more common on the Sound, and the peculiarities of the offspring are pretty well understood.—Portland Oregonian.

WHAT DAKOTA SOIL WILL DO.— Early last spring W. P. Hutcheson cleared up five acres of scrub near the mill. This being one of the first pieces of timber land—which is not generally considered as desirable as the prairie—to be cropped, it is interesting to know what it produced. Mr. Hutcheson has just finished harvesting three hundred bushels of potatoes, 1,000 bushels of turnips, 1,500 heads of cabbage, forty-six bushels of carrots, besides lots of corn, cucumbers, tomatoes and garden truck generally. The potatoes were plowed in and plowed out, and the other stuff received about the same kind of cultivation. Mr. Hutcheson is so well pleased with the result that he has just let the contract for clearing up twenty acres more scrub.—St. John (Turtle Mountain) Register.



RUSTLING FOR A CHRISTMAS DINNER.

RAISING BUFFALO.—Some of our ranchmen are embarking in the business of raising buffaloes. There are about fifty head on the ranch of the Franklyn Land and Cattle Company, and there are also some buffaloes on the Goodnight ranch. C. J. Jones, of Garden City, also has some. The Franklyn is paying fifty dollars a head for buffalo calves. There is a herd of 4,000 buffaloes in the western portion of the Neutral strip. When buffalo robes are quoted at from fifteen to twenty dollars apiece, and buffalo steak twelve and a half cents per pound in the Dodge City market, it would seem as if there was money in buffalo raising. A dozen years ago millions of buffaloes roamed at will over these plains, and they were slaughtered for fun and their robes. It would not be surprising if they would yet be more valuable than beef cattle.— Yakima (W. T.) Farmer.

A DRY CHAIN OF LAKES.—A correspondent of the Seattle (W. T.) Post-Intelligencer says: "Lake Kitchelas lies with its west end about four miles this side of the summit, in the Snoqualmie pass, and extends six or seven miles alongside of the road. Precipitous and lofty mountains rise on the north and south, whose melting snows feed the numerous streams which empty into and join the course of the Yakima River, which flows in a broad and beautiful stream from the lower end of the lake. The whole Yakima Valley, with its divisions, is simply the dry beds of a succession of lakes, the waters of which have cut through their mountain barriers, and in the lapse of centuries have worn down their channels until a rapid river is all that remains of a chain of inland seas, not less beautiful, if more extensive than those which remain as the birthplaces of each tributary of the Upper Yakima."

GOOD GIRLS.—Armus Wait's girls have plowed, with his new ox team, nearly fifty acres on the Will Hough place this fall. Armus rents the place.— Wadena (Minn.) Pioneer.

A Long Ride.—A young man passed through Valley City a few days ago with two ponies, one of which he had ridden from Portland, Ore., leading the other, which carried his commissary stores. He left the Coast on September 1st, and had averaged about forty miles a day. He was bound for Southern Illinois.—Valley City (Dak.) Times, November 5th.

ACCORDING to the Billings Gazette there is one man in the Territory who does not believe that the Indians are so "all-fired mean but they can be

trusted on an up and down contract." The Gazette says: Tom Laforge has entered into an agreement with the Piegans, whereby they agree not to steal any more from him than he steals from them.

THE Townsend (Montana) Tranchant has been presented with an eighty-five pound squash, a five-pound potato, and a beet twenty-six inches in circumference. The potato is part of two hundred pounds raised from two potatoes, planted late. Montana raises vegetables of proportionate size to that of the Territory.

WHILE excavating for a dam in the Mississippi, at St. Cloud, workmen found a quantity of old type which recalls an interesting bit of history. Nearly twenty-eight years ago, Jane Grey Swisshelm published a paper at St. Cloud called the Visitor, and for publishing anti-slavery sentiments a party of roughs mobbed the printing office and threw the type into the river. The type was found in a perfect state of preservation, being as bright as when advocating the freedom of negroes nearly thirty years ago.

"WE have just discovered," said a civil engineer, "that Duluth has the best paving stone in the world. The trap rock which is being blasted out on Lake Avenue and in front of the Washington School building, splits up nicely into paving blocks of just about the right size for streets. Eastern cities pay much more for paving blocks of trap than of granite, as the trap never becomes slippery and smooth while the granite does. It has been well shown by the work on one of the avenues that the rock splits up nicely, and can be easily squared so as to be laid closely." There is any quantity of this trap rock at Duluth, and we can supply the whole country with paving stones.—Duluth News.

ONE section at least of the Northwest is not "slow." Eastern Oregon and Washington are advancing in production at a rate scarcely exceeded by Kansas and Minnesota in their earlier days. Last year the grain surplus of the country east of the Cascade Mountains was 130,000 tons; this year it is upwards of 400,000 tons. It is something marvelous. Of course, there was a difference of seasons between the two years, greatly favoring production this year, but this only in part accounts for the extraordinary increase. The acreage this year was double that of last year, and there will certainly be a great increase next year. A new and energetic population is coming into the regions long cultivated, converting lands long used for pasturage into grain fields, and widening the grain belt on both sides of the railroad.—Portland Oregonian.

[For The Northwest Magazine.]

### THE CRIME OF CHRISTMAS EVE.

BY HARRY P. ROBINSON.

#### CHAPTER I.

Have you ever been in a mining camp in midwinter?-a real mining camp; not a city with a few mines in the neighborhood, but a mining camp, hundreds of miles from civilization, with which it is connected only by a pack trail, innocent of grading, in the first year of its existence, when its chief population is gamblers and its only courts of justice those which are held at midnight by the men with masked faces who are witnesses, judges, jury and executioners combined? If you have never spent your Christmas in such a camp, I can only recommend you to persevere in not doing so to the end of your days.

Fortune City has long ceased to exist. Previous to the discovery of gold in the Cœur d'Alenes there had been a long lull in the mining fever-been a long time between the fits-of the far Northwest; but for many years after the old Boise excitement the discoveries of new diggings followed thick and fast upon one another. Men had hardly time to find out that one camp was a fraud before the news would reach them of another find - some said five, some said ten and some said fifteen, dollars to the pan - having been struck in a new quarter. And so from camp to camp they chased the will-o'-thewisp Fortune through the dense forest, over prairies, across rivers and mountain ridges into the dark gulches of the Bitter Roots. Fortune City - when it existed - was hidden in one of the most out of the way corners of the Idaho side of the mountains, up to the north of the Salmon and Clearwater rivers. Now its old brush-grown drain ditches and its ruined cabins, through which tall pines have shot up, are not seen by one pair of human eyes in a twelvemonth. At one time it was a town of 2,000 inhabitants. The first reports which spread abroad in th early spring of new discoveries of great richness on a stream which had been named "Fortune Creek" were true,- true, that is, as truth goes in mining camps. There really was gold there; and, in spots, at least, in well paying quantities. As the spring wore on, the rumors of the wealth of the diggings grew in frequency and fascination; and from every quarter of the compass prospectors came dropping in mysteriously from the recesses of the mountains, and the unfortunate, the discontented, the enthusiastic, streamed in from every camp for two hundred miles around. In small gangs of five or a dozen they made their way laboriously, breaking their own trails over the snow which still lay, in spite of the warm spring sun, two-three-five-ten feet deep, over the brush and fallen timber in the mountain forests. Many a man who struck out from his cabin in some lonely gulch alone "for Fortune" was never heard of again, and the coyotes have these many years ceased to think his bones worth quarreling over.

When the snow came again (it had not vanished much more than four months from the hillside, and some of the higher peaks had patches and streaks of white still clinging to them) the boom was at its height. Three or four stores had opened; there was a doctor and a lawyer or two in camp, and nearly as many gamblers as miners. The town lay deep under the shadow of high bluffs, from the face of which, for the space of a quarter of a mile, the heavy timber had been stripped to build the straggling timber had been stripped to build the straggling double row of log cabins which fringed one side of the brawling creek below, and which constituted Fortune City. During the day the street (so called), in which stumps of old pine trees still stood thick, two and three feet high, was comparatively deserted. But as soon as the shadows of the bluffs began to darken over the town, the men came straggling in from their claims up and down the creek. The lamps in the saloons were lighted; the click of the chips began to be heard, and the little gold scales, standing on their small squares of long-haired carpet, to catch the dust that dropped, were kept busy. After the winter had fairly set in, however, the gambling went on day and night almost without cessation. In the neighborhood of the city and all along the creek above the claims were laid over and work ceased. Lower down, where the ground was deeper and was being worked by tunneling and drifts, the winter did not make much difference, and in a couple of dozen claims or so the men went on working in their tunnels as hard as if it had been summer and all the claims were paying well. summer and all the claims were paying well.

There was one particular in which these Idaho

There was one particular in which these idano camps of later days differed from those of early California. There were women in them,—not many, but, in Fortune City, perhaps fifteen or a score. Wherever the gamblers went women went with them; and gamblers were to be found in every camp where the ground paid wages. Besides these companions of the gamblers there were two or three others women good beneat head chinned hard. panions of the gamblers there were two or three other women,—good, honest, hard-skinned, hard-working souls, the wives of old miners who had spent a large part of their lives in the mountains and who here, besides doing the housework and chopping the wood and so forth for their husbands, kept unassuming restaurants, where beans and bacon formed the regular daily menu, and did the washing for the camp. And besides these there was yet one other warms. other woman.

This was Mrs. Garton. Mrs. Garton was Jim Garton's wife, and, popular though Jim was, everyone said it was a shame of Jim to bring her into camp. But as a matter of fact it was not entirely Jim's fault. Mrs. Garton herself had been chiefly responsible for her visit to Fortune City; and the manner of her coming was this.

I have called her Jim Garton's wife. "Bride's could be the best head of the company of the company

I have called her Jim Garton's wife. "Bride" would have been a better word, for they came into camp straight from the wedding ceremony. Garton was a lawyer in San Francisco when he first fell in love with and became engaged to her. But he could not get a living "for two" from his practice, nor could he hope to for years to come,—and then the gold fever caught him. Yes; the more he thought over it, the more he became convinced that it was his duty to strike out and make his fortune it was his duty to strike out and make his fortune mining. He could do it in a few months; and then he would come back and claim her. He was so conident of his speedy success, and had such an inex-haustible store of veracious histories of other young lawyers who had struck out in a similar way, and came home six weeks afterwards with millions, that she tearfully consented to his scheme and he started, full of life and hope. He had been out two years and had gained little beyond experience, which is easy to gain in mining camps, when the news of the Fortune discoveries reached him and he was one of the first hundred into the camp. Here he had good luck. His claim—which was one of the deeper ones—proved the richest in the gulch. He made money by town lots, and, having come into camp in the middle of April, had, by the end of August, transmitted, in various installments, a pretty little fortune to the bank at San Francisco.

It was at that time that a letter reached him from her,—a sweet, tearful letter,—bringing important news. Her father had been killed in an accident. news. Her father had been killed in an accident. She had no mother, and after her father's death it was found that his affairs had become hopelessly embarrassed and that she was penniless. Then she wrote the letter telling Jim the whole story and releasing him from his engagement. Instead of replying he started on mule-back for San Francisco the first week in Sontember.

replying he started on mule-back for San Francisco the first week in September.

All the details of what passed in San Francisco it is not necessary here to relate. Suffice it to say that she not only insisted on releasing him from his engagement, if he wished it, but also utterly refused to marry him except on one condition, which was that, instead of abandoning his mining interest in that, instead of abandoning his mining interest in Fortune, he should take her back to that place at once. He did all he could to combat this resolution; but it was useless. Just as on a former occasion his enthusiasm on the subject of mining camps had overcome all her scruples as to his going away, so now, with a quiet, irresistible obstinacy, she met and confuted all his objections to her going also, one after confuted all his objections to her going also, one after another. The more fearful were the pictures which he drew of camp life, the more positive she grew that it was her duty to share and help to lessen his hardships therein; and when he painted, in most appalling colors, how lonely she would be with no one to associate with, she had asked, with such an excrutiatingly pretty air of injured pride, "and may I not associate with you, darling?" that he capitulated at once. ulated at once.

so it came about that by the end of October they had started for Fortune, and it yet wanted two weeks of Christmas when Mrs. Garton—one of the prettiest, daintiest, most deplorably inexperienced girls in California—found herself in a log cabin in one of the roughest, whisky-drinkingest, card-shovingest, and generally toughest and most vigilantesque camps in the Bitter Roots.

#### CHAPTER II.

On the whole, she did not at first dislike the life. On the whole, she did not at first dislike the life. "We'll just pretend every morning when we get up that we are going to spend the day out picnicking," she said; and utterly refused to recognize that they were really living a hard, comfortless life, persisting in regarding each separate day on its own merits as a temporary and most novelly eccentric kind of a spree. temporary and most novelly eccentric kind of a spree. At first poor Jim had reproached himself bitterly for his selfishness in giving way to his sweet girl wife; but as the days passed, and her spirits rose higher in proportion to their remoteness from civilization, he grew more easy. Through all the hardships and mishaps of their long journey over the trail, her gayety had been irrepressible. When the tiny burro (a preposterous little animal, all ears and pluck, which seemed to be indifferent whether it was fed with canned fruit or the caus themselves) which she which seemed to be indifferent whether it was fed with canned fruit or the cans themselves) which she rode trotted off the narrow beaten pathway and suddenly engulphed both itself and her in a snow-drift, one would have supposed that being dragged out of a snowdrift with ropes was one of the jolliest, most mirth-provoking experiences a girl could go through; and she declared that never in her life had she had such fun as when the little tent under which they camped collapsed at night with the weight of

they camped collapsed at night with the weight of new-fallen snow and nearly smothered them both. Altogether she was incorrigibly perverse and topsyturvy in her ways of looking at life.

Jim had sent in word to his friends in camp—the doctor and lawyers aforesaid—of the strange companion he was bringing in with him, and they had set half the unemployed men in camp to building an annex to his cabin, and to ceiling the rough log walls and roof and the sawdust floor with planed boards. Then, a week ahead of him, had come a whole pack train of wallpaper and pictures and books and memoirs, and all manner of odds and ends for the interior of the rough abode; all of which had for the interior of the rough abode; all of which had been put to the best use which the somewhat crude ingenuity of Jim's chums could suggest. Their taste was not irreproachable; but before Mrs. Garton had been in camp two days she had worked wonders, and, in-doors at least, her new home was bright and cozy enough,—and she herself the brightest, coziest

piece of furniture in it.

There was only one serious drawback to life in Fortune, the existence of which she would recognize.

That drawback was the presence of Pete Taylor.

Pete Taylor was a perpetual bugbear to her. She had never spoken to him, and that made it all the worse. He seemed to be always close to her and yet never actually in her company,—like a gnat that is present but intangible and not to be spoken with. present but intangible and not to be spoken with. He lived in a cabin directly opposite the Gartons, on the other side of the trail, with its back to the creek; and whenever she looked out of her window Pete was at his doorway looking at her. Whenever her husband's friends came in to see him, in their half-muttered conversation she kept catching Pete Taylor's name. Whenever she went into a store down town (which her husband did not often let her do) the short, broad-shouldered figure of Pete was Then her interest in him was further excited by the fact of his having such a pretty little wife,—a round-faced, black-eyed woman, hardly older than Mrs. Garton,—whom she was sure Pete did not use Mrs. Garton,—whom she was sure Pete did not use too well. At first Mrs. Garton had wished to make her acquaintance, and had even gone so far as to smile and nod at her across the snow and pine stumps in the trail, when the two husbands were away,—on which occasions Mrs. Pete would smile gladly back again, and then, as if to avoid further overtures, hurry away into the recesses of her cabin,

like a rabbit disappearing into its burrow.

At length Mrs. Garton spoke to Jim and asked him to invite Mrs. Taylor over some evening; but the request was met with a refusal so abrupt and the request was met with a refusal so abrupt and horrified as effectually prevented her from repeating the suggestion. So she gave up nodding across the trail, and grew privately more and more interested in the gentle black-eyed little body across the way. Those who have ever been in a mining camp can understand Jim's refusal. She was known as Mrs. Taylor, but—well, in camp people are not overcurious as to the legality of each other's domestic relations.

And Pete was not a man whom many would care to ask impertinent questions of. He brought with him into Fortune an unpleasant reputation of having been a bad man in his day, and some of his later proceedings in the camp had seemed to indicate that he had not altogether outgrown the lawless tenden-cies which legend ascribed to his early youth. The worst of these, his later achievements, had been per-petrated in Jim Garton's absence, and was no less an offense than working Jim's claim while he was away. That claim, as has already been explained, was one of the deeper ones lower down the gulch, where work could be carried on in winter as in summer. Taylor, too, had a claim higher up, but the snow had soaked him out. Garton, before going away, had taken the

precaution to formally lay his claim over till spring, as by the laws of the camp he was allowed to do; but, nevertheless, he had not been gone three days before Taylor had a gang of men down in the tunnel working away as if it was his own ground.

but, nevertieress, in that not been gone three days before Taylor had a gang of men down in the tunnel working away as if it was his own ground.

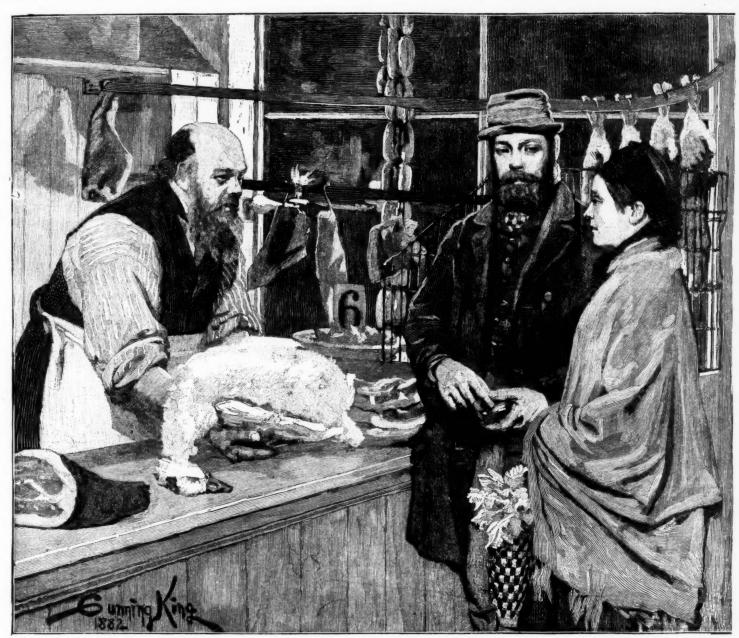
He had, in fact, jumped Jim's claim; and this explained why Mrs. Garton heard Taylor's name come up so frequently in the low-voiced conversations in the cabin. Mrs. Garton herself had a very confused notion of what jumping a claim meant. When first she heard of Pete's action she had been disposed to admire it, regarding it as a somewhat astonishing acrobatic feat and a curiosity in the manly art of saltation. It was not long, however, before she came to understand that the athletic Pete had in some mysterious way offered an affront to her husband by his agility; so she sagely came to the conclusion in her little head that in the camp code

worked his claim steadily, but had disbanded his men on the day of Jim's return. He had been seen going up to the claim several times since, but was known not to be doing any work there; and it seemed altogether uncertain as to whether he inintended to try to keep possession of the ground or not. This, Jim explained to his wife, would have to be settled on the morrow, as he proposed putting his own men to work again with the New Year. That night the uneasy dread of Pete haunted her more than ever; and she retired to bed feeling very uncomfortable, only to dream wonderful dreams of Pete performing impossible athletic feats,—jumping away up over the pine tops, till he looked like a pinch-bug up in the air, while her husband stood waiting (in the costume of a Roman soldier) to spit him on a short sword as he came down; while in the background the sad, black-eyed face of Pete's wife

minutes than would suffice to turn the head of any young man less evenly balanced than Jim Garton. The shadow which had been resting over them since last night seemed to have vanished and when Jim went away it was a merry little face that he kissed at the door and that he saw still peering at him when he stopped to wave his hand at the bend in the trail.

trail.

As she turned away from her last look at Jim's retreating figure her eyes fell on the cabin opposite, and there, in the shadow of the room, she could see the pale round face and black eyes looking at her, she thought, more sadly and appealingly than ever. In her lightness of heart she could hardly resist smiling and nodding again and even looked at the trampled snow on the trail wondering if she would get her feet very wet if she were to trip across. When she looked up again the face had vanished back into the



BUYING THE CHRISTMAS DINNER.

of etiquette the process of jumping a claim was interpreted to convey an ineffacable insult to the man whose claim was jumped,—something, no doubt, of the same kind of affront as Remus put upon his brother when he jumped over the sprouting walls of Rome

It was not until the day before Christmas Eve that she learned what jumping, in camp parlance, means. Jim had not visited his claim since his return from San Francisco, having been too busy with his wife and his house and one thing and another in camp. As they were sitting (both—weregret to say—for economy's sake presumably—on the same chair) by the stove after supper on the evening in question, Jim told his wife that next day he would have to leave her alone all the forenoon, as he was going down the creek. Then she asked what jumping meant, and, after some hesitation, he told her the whole story. For the three months that he was away Taylor had

looked on from the shadowy recesses of her cabin door.

door.

Next morning, for the first time, she had no heart to keep up the pretty little picnic fraud, and, though she struggled bravely, her merriment was of a transparently fictitious nature. After breakfast Jim set about preparing for the visit to his claim. She watched him as he moved about the cabin whistling to himself; she watched him as, finally, he went to a drawer and, unlocking it, took out a heavy revolver which he placed in his hip pocket. Then he stood for a full five minutes looking out of the window at the Taylors' cabin opposite, evidently not thinking of what he was looking at, but pondering over something seriously. At last he made up his mind, broke into whistling again, turned once more to the drawer and replaced the revolver; whereupon she jumped up and, throwing her arms round him, called him more fulsome names in the space of three

cabin and all the offenses of the aerobatic Pete came into her mind and made her thoughtful again, until when she turned into her cabin it was with the sunlight vanished and the same gloomy air as she had had all the morning.

had all the morning.

Jim, too, sobered down as he tramped along the trail and the sunny influence of his wife's last words and caresses began to pale. It was an uncomfortable trip that he was on, for he did not know what or whom he would find on his claim when he reached it. So he trudged along through the half-trodden snow, with the steep bluffs, on which the pines stood out black against the white background, rising on either hand and the creek rushing and tumbling alongside. After about half a mile of walking he had to strike away from the trail and cross a primitive bridge over the creek, made by the simple old beaver process of felling a couple of pine trees so that they would span the stream as they dropped. The snow that lay in

a narrow ridge along the logs showed the footmarks of men who had recently crossed and the sight of them made him none the easier. On leaving the bridge the footprints wound in an irregular pathway though the trees and Jim followed them, over fallen logs, skirting clumps of brush and round by the bottom of the hills, then over a drain ditch (his drain ditch) and out into the present with a distributed that it we approximately a distributed that it was a server. into a clearing with a dilapidated tent in one corner, piles of charred wood half covered with snow, and, in the centre, half hidden by heaps of gravel and with a wreck of broken "rockers" round it, a windlass standing, marking the spot where the open ditch,

standing, marking the spot where the open ditch, some thirteen feet deep, passed into a tunnel.

Jim, it must be confessed, though he was no coward, breathed a sigh of relief as he saw that no one was in sight, and then made his way with a lighter step towards the ditch. He saw that the piles of gravel heaped up on either side were larger than when he last saw the claim, and mentally made note of the fact that Taylor had made good use of his time. On reaching the edge of the ditch he leaned over a minute to look down, and then made ready to over a minute to look down, and then made ready to descend a rough ladder that had been laid up against the side, first taking the pin out of the windlass and throwing it on the ground beside the upright, pre-paratory to letting the bucket down in case he wanted to bring a shovelful of dirt up with him when he

His hand was already on the crank when he heard a movement behind him and, turning, saw Taylor approaching from the tent. Jim dropped the crank

approaching from the tent. Jim dropped the crank and waited for the other to come up.

"What are yer doin' on this claim? You must git off o' here." It was Taylor who spoke as soon as he came within ear-shot.

"I get off! Get off my own claim? What do you mean?"

"It hain't yer claim, and yer knows it. It 's my claim, and yer knows it.

claim, an' you'd best git."
"Your claim! I guess you're a bit mixed," returned Garton. "I've been working this claim since May and ——"."

May and—"
"I know yer hev. But you don't work it now by a d—d sight. You relinquished it by failin' to represent for three months, 'an I relocated it. It's my ground now." Garton had hard work to keep his temper down and speak coolly, but he did.
"You evidently didn't look at the records when

"You evidently didn't look at the records when you relocated, or you would have seen that I laid it over when I left camp."

"Laid it over, by G—!" and the other's voice rose "you can't lay over a deep claim. This ground can be worked all winter, and by G—! it shall be, and by me, too."

"It don't matter whether it can be worked or not. It can be laid over. The laws, as you know as well as I do, prescribe——"

as I do, prescribe-

"It don't matter whether it can be worked or not. It can be laid over. The laws, as you know as well as I do, prescribe ——"

"D——n the laws! This is my claim, and by G——, I'll hold it. So you'd better git!" and he stepped menacingly close to Garton.

The latter kept control of himself as well as he could. "I shall not go," he said quietly, but firmly. "While you go, I shall stay. It is my claim and —" "It is my claim, and you're a liar, and —" But before he could say any more a blow from Garton's fist sent him staggering backwards. He quickly recovered, however, and, dashing in, grappled with his adversary. Garton was the taller, larger man; but Taylor was all sinew, what there was of him, and as hard as iron from the effects of half a life spent in the mountains. For a couple of minutes neither gained any advantage. They rocked and swayed, with their legs locked together, sometimes coming perilously close to the edge of the ditch, sometimes one or the other letting go with one hand to attempt to strike his enemy's face. At length Garton's superior weight began to tell, and he crowded the other back a pace or two, endeavoring to bend his back and force him down. Taylor felt that he must give way in a few seconds more, and with a sudden wrench of his sinewy form tore himself loose and staggered backwards a couple of yards or so, almost falling as he went. Garton, too, from the sudden shock nearly lost his balance, and it was a few seconds before he could recover his footing; then he rushed in again with his teeth set and a dangerous gleam in his eye. They closed, but failed to grapple fairly, and then swayed asunder once more. Again Garton rushed in, when, instead of meeting him half way, Taylor drew back, his hand passed behind him for a minute, there was the flash of a pistol in the air, and as the shot rang out Garton staggered backwards towards the ditch. For a moment he tried to steady himself; then reeled again, reached out his left hand to the windlass to support himself but, groping blindly, missed the w closed upon the rope, which, the pin being out, yielded to his weight, and with a low cry he toppled backwards and fell head first into the mouth of the

Taylor stood still for a full minute looking at the spot where he had disappeared. Then he glanced hastily round to see that no one was watching, drew the blank cartridge from his revolver and threw it

with all his strength away into the brush, and slipped a new one into the vacant chamber. He then ada new one into the vacant chamber. He then advanced cautiously to the windlass and leaned over the ditch. There, in a heap, lying on his back, with his legs up against the side, was Garton, motionless. Taylor looked around for a stone, but, seeing none to suit him, stooped and picked up the pin and dropped it carefully down upon the figure below. Still no movement. A few seconds longer he waited; then turned slowly, slipped the revolver into his pocket again, and struck out for the trail once more.

(To be Continued.)

### A FIELD FOR NEW ENGLAND CAPITAL.

(From an Interview with Judge Murphy, of Seattle, Wash. Ter., in

We want Boston's (and when I speak of Boston, I mean to include New England, for if Boston is not New England, then what is she?) surplus money and goods, and she wants the interest on her idle money goods, and she wants the interest on her idle money and the profits on her overplus of goods. And right here is her long-looked-for market for her loose cash and overmanufactures. Our country has got to be built up and her manufactures established, while yours is already done. Ours absorbs everything we make, while you have something to spare. She can get good security and a high rate of interest for her money and she can undoubtedly control the trade money, and she can undoubtedly control the trade in most of her manufactured articles, and especially in woolen and cotton goods, boots and shoes, and ready-made clothing. These she can certainly manu-facture cheaper and sell lower than they can be had facture cheaper and sell lower than they can be had from Chicago or San Francisco or anywhere in the West or on the Pacific. Then, besides, large profits and great fortunes are to be made by judicious investment and careful management in any of the varied resources of that prolific region. Here, then, is Boston's chance and opportunity. She is the pioneer of all our possessions and the mother of all our progress. She has ever gone on land and sea, colonizing and peopling and building, where none others would venture to go, and she has rarely miscalculated or failed. She saw the point in building Chicago in the first place, and did not hesitate to rebuild her after she had burned down again; she was not afterward afraid to advance to Minneapolis, nor has she stopped short of the prostrate South, nor the experimental West. Then let her take a step further, and lend a helping hand to the meritorious Pacific and lend a helping hand to the meritorious Pacific Northwest, and she will not make a mistake nor fail to be rewarded. The country has a certain future, and can never grow less. I have seen it about all, and I undertake to say that there is no better field and I undertake to say that there is no better field for Boston capital, merchandise, manufactures and enterprise than Washington Territory, and particularly Puget Sound. No cyclones, no blizzards, no tornadoes, no extreme cold, no extreme heat, no northers, no sudden changes, no calamities of any kind, and no place promising so large an income for so small an outlay. Besides, a government out of debt, with money in the treasury. Come and see.

LARGE STURGEON.—A man, while fishing in the river, Thursday, just above Albina Ferry, hooked a sturgeon and succeeded in landing it. After he had it on the shore he did not know what to do with it, so sold it to a fish dealer for \$1.50. It weighed 300 pounds and was about as large a fish as ever came to this market. The hook and line with which it was caught were such as are used for catching suckers and nike from the wharves. The sturgeon was very and pike from the wharves. The sturgeon was very fat. In the same stall where he was displayed was fat. In the same stall where he was displayed was exhibited a salmon roe, weighing six pounds, the eggs in which were the size of ordinary peas. It was taken from a chinook salmon, weighing thirty pounds, one who had been so long in the river that it had a hooked nose.—Portland Oregonian.

### TRAVELING.

Are you going East? Are you going West? If so, you want to be sure that your tickets read via the New York Central Railroad, and Lake Shore & Michigan Southern Railroad. Why? Because they run a twenty-seven hour train between Chicago and New a twenty-seven hour train between Chicago and New York, without extra charge, making connections with other roads at principal points. Because their lim-ited express is the fastest train in the world. Because their road runs through the most beautiful part of the country between Chicago and New York. Because the roadbed is perfect and particularly free from violent curves, which over certain roads almost throw you from your berth.

Because new sleepers and day coaches have been

added this season.

added this season.

Because it is the only road landing you in the heart of New York without ferries and transfers.

Because it is the advice of an old traveler.

Why? Because, if you don't, you will wish you

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LIVE STOCK A SPECIALTY.

### [For The Northwest Magazine.] FORT SNELLING.

BY GEN. R. W. JOHNSON.

This is one of the oldest military posts in the Northwest, having been established in the year 1819. In February of that year the fifth regiment of infantry was concentrated at Detroit preparatory to a movement to the Northwest. At that time, and for a year subsequent, the regiment was under the command of Lieut. Col. Leavenworth, a distinguished officer of that day. Under instructions from the War Department he was to proceed west with the regiment, leaving a part at Rock Island and a part at Prairie du Chien, and push forward to the vicinity of St. Anthony Falls, where he was to establish his headquarters and erect a military post. The expedition up the river was made in keel boats and owing to extreme low water it did not reach St. Peter's, long known as Mendota, until the twenty-fourth day of September, 1819, too late for doing more than to provide temporary shelter for the troops for the winter. The command landed on the west bank of the

Mississippi River and formed a cantonment on the low ground near the end of the present railroad bridge over the Minnesota River. Until very late years the remains of that old cantonment were visible, but the stone used in the construction of the chimneys has been removed and willows have grown up, forever obliterating all traces of the camp.

Imagine the utter isolation of this command during the long winter following its arrival. There were no settlements whatever on the north and west, while those on the south and east were distant hundreds of miles away. The Indians were numerous and warlike and the little garrison had to be constantly on the alert to avoid surprise and massacre. In those days the placid surface of the Father of Waters had never been disturbed by paddle wheels propelled by steam and the only communication between this remote station and the settled portions of the country was by keel boats, of which there was only one arrival each year.

In the spring of 1820 the heavy rains and melting snow drove the river from its banks and the cantonment was flooded, necessitating the occupants to flee for safety to higher ground; and as the present site of the fort presented the highest elevation it was selected upon which to rest until the flood subsided.

Once safely encamped on the high ground it was thought advisable to occupy it permanently. Accordingly the erection of quarters, barracks and store houses was commenced at once and pushed with all possible dispatch. A saw mill was erected at the Falls of St. Anthony, near the site of the Pillsbury mills. Details were sent out to cut logs, which were floated to the mill and manufactured into such lumber as was required. In August, 1820, Col. Josiah Snelling arrived and, by virtue of his rank, took command of the troops, Leavenworth having been promoted to another regiment. About this time sufficient materials had been collected and the erection of Fort St. Anthony was commenced. On the tenth day of September, 1820, the corner stone was laid with appropriate ceremonies. During the year, however, not sufficient work was done to give shelter to the troops, so the winter of 1820-1821 was passed in

he old cantonment. The fort was not completed so as to be occupied until the fall of 1822. About this time Gen. Winfield Scott visited the post and, as a compliment to Col. Snelling for his untiring energy in its construction, recommended that it should bear his name. In accordance with his recommendation it was thereafter known as Fort Snelling.

For protection against the Indians two sides of the fort were built on the bluffs. These bluffs were so steep that no enemy could approach from that direction and the little round house, now used for a guard house, was connected with the bluff sides by high stone walls. Loopholes and embrasures were made in the round house and in the walls for the use of cannon and musketry in case of an attack. The sallyport was in the west wall and near the round house. This was a large opening for the passage of wagons and was closed by two heavy gates, through one of which was a small door for the egress and ingress of men only. At night all of these doors were closed and a sentinel posted on the inside. Near the top of the round house was a "look out," at which a member of the guard was always stationed to watch any unusual movements on the outside.

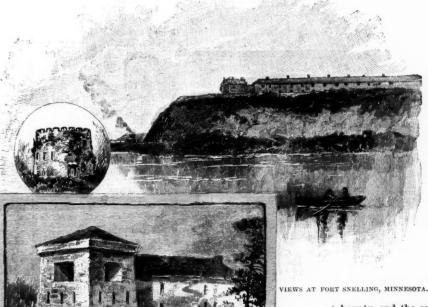
clothed in the habiliments of widowhood. The cemetery at the fort tells the old, old story,-the old, the young, the rich, the poor, the famous, and the obscure all meet on a common level.

The military reservation originally set aside for the use of the garrison was nine miles square, but this has been reduced from time to time. At present only about 1,800 acres are reserved for the use of the government at that point. The Indians no longer threaten this country and the garrison is no longer liable to attack, so some of the old historic walls have been torn down, throwing the entire western side open. Beyond this accommodations have been erected for the use of department headquarters and Gen. Alfred H. Terry, of Fort Fisher fame, resides there and commands the department of Dakota. The garrison is occupied by a part of the Twenty-fifth United States Infantry under the command of Lieut. Col. J. J. Van Horn. Tourists to Minnesota should not fail to visit this historic spot, which has been greatly beautified and improved under the direction

### BEAR BOUNTY IN MONTANA.

Considering the reports from all quarters of the Territory of the plentifulness of bears this season and the large number killed, our reporter called upon Treasurer Woolman this morning with a view of ascertaining the exact amount of bounty paid already this year for the killing of these pestiferous animals. The result is astonishing. The disbursements on this account for the nine months past of 1885 far exceed those for the whole of last year. Since the first last year. of January the treasurer has paid out the sum of \$5,800 for the killing of 725 bears, and \$1,144 for 143 mountain light. lions. At the end of the year the bounty for these two classes of animals will greatly exceed that paid last year, but there has been a great falling off in the number of wolves and a small decrease in the number of coyotes killed. For each bear killed the Ter-

ritory pays eight dollars bounty, and the same amount for mountain lions, while for wolves and coyotes it pays one dollar and fifty cents respectively.—Helena Herald.



### IT PAYS THEM TO "GO."

The Chinese are going at a rate calculated to satisfy any reasonable kind of an agitator. All the berths on the Colomo, which sails about the twentieth, were taken long ago. About one hundred and twenty Chinamen left for San Francisco a few days since, with tickets for Hong Kong by the Pacific Mail Steamship Company's steamers. Wing Sing, a Chinese merchant here, has an agency to sell steerage tickets by way of this route for fifty dollars, and a great many are being sold. There is one thing in connection with this Chinese emigration business which will be a surprise to many. Any Chinaman so fortunate as to have one hundred dollars in gold, can, by leaving it with Ladd & Tilton, get a bill of exchange on Hong Kong for \$114.50, payable in big Mexican dollars. If a Chinaman has \$500 in gold, Mexican dollars. If a Chinaman has \$500 in gold, he can pay his fare to Hong Kong and have \$522,50 when he gets there. There is something in this which might throw a ray of light on the silver Portland Oregonian. question.

MRS. J. L. BERRY, of Mehama, Ore., was doing some work in the yard back of her house, when she heard the hounds after a deer, and soon saw it come into the orchard, where the dogs brought it to bay. Mrs. Berry picked up an old scythe blade—the only weapon in sight—and went out to the orchard and whacked the deer (which proved to be a large buck) over the head, felling it to the ground. When the hunters who had started the game came in they were very much surprised to find that it had been bagged by Mrs. Berry in this peculiar manner.

At that time the country was overrun by warlike, treacherous Indians, always on the alert for an opportunity to wreak vengeance upon the invaders of their hunting grounds, while the garrison was small and with no friends near by to come to their assistance in case of an attack. Those who are here to-day cannot realize the dangers, hardships and privations of those who were the forerunners of our grand civilization and progress. The Indian has removed his tepee and the white man has replaced it with his palace. Then our beautiful prairies were roamed over only by the Indian, buffalo and deer; now the sound of the reaper gladdens the heart of the farmer, who, when the day's work is over, lies down to sleep in safety and fears not a treacherous, blood-thirsty

It would be interesting to follow the various commands which have garrisoned this post, but the scope of this article will not permit of it.

Within those old moss-covered walls there have been marriages, births and deaths. Happy brides have for the first time assumed household cares at Fort Snelling and, after brief periods of married life, have returned to their old homes with broken hearts and

#### A Few Points

To intending purchasers of fine furniture and in-To intending purchasers of fine furniture and interior decorations, by one who has been through the mill. After ransacking New York, Boston and Chicago, I came to the conclusion that we have here in Minneapolis, in the firm of Bradstreet, Thurber & Co., an establishment that will rank with the two finest in New York, and as to Boston and Chicago, they have nothing that equals it. The senior member, Mr. Bradstreet, has been jokingly called one of the three furniture dudes of the United States. Certainly it is that there are few men pos-States. Certainly it is that there are few men possessing the judgment and exquisite taste necessary to the success of an establishment of this kind, and if you have the good luck to place your furnishings and decorations wholly in Mr. Bradstreet's hands, I can assure you you will have cause for congratulation. This firm also has the exclusive control in the Northwest of two of the most celebrated manufactures of stained glass.

M. Lara & Co., 512 Nicollet Avenue, Minneapolis, are one of the leading carpet houses of the Northwest. They carry an extensive line of carpets—from the finest moquette velvet and brussels to the lower grade of ingrains—all in the most choice patterns and designs to be found in the market. In drapery and envising goods they have an endless variety. and designs to be found in the market. In drapery and curtain goods they have an endless variety, too numerous to mention, and are not excelled by any house in the Northwest. In fact, they are headquarters for anything in the line of floor coverings, window ornamentation, or portiers. Having been in the business for the last fifteen years, they can give their customers every advantage to be had from long

experience.

They have established a trade in Minneapolis that will stand the test of time. Now is the time to buy your carpets, as the present low prices on wool and labor will hardly run through another season. Our goods have been purchased at low prices, which the customer will be given the benefit of. The carpet business in the Northwest has become so extensive, that dealers can afford to carry large stocks and sell at Eastern prices. Be sure and give them a call.

#### Let Winter Come.

Let gloomy winter when it will begin, And biting Boreas blow his bitter blast; The plants are safely housed, the coal is in, The stove is up, the ulster's out at last.

#### ST. PAUL GRAND OPERA HOUSE.

The following announcement of attractions at the St. Paul Grand, for the present month, arranged by Manager Scott, embraces such a variety of excellent talent in the drama, comedy and opera, calculated to suit all tastes, that we are sure the majority of our readers will be pleased with the list herewith:

Thos. W. Keene, week Nov. 30th. Haverly's Minstrels, Dec. 7th, 8th, 9th. Alone in London, Dec. 10th, 11th, 12th. Tin Soldier, Dec. 14th, 15th, 16th. Goodwin Opera Company, Dec. 17th, 18th, 19th.

Mr. and Mrs. Geo. S. Knight, Dec. 21st, 22d, 23d. Lillian Russell, Dec. 24th, 25th, 26th.

Haverly's Chicago Minstrels, Dec. 28th, 29th, 30th. Carleton Opera Company, Dec. 31st, Jan. 1st, 2d.

JOHN MATHEIS' CARPET HOUSE .- To those who JOHN MATHEIS' CARPET HOUSE.—To those who want to buy anything in the way of Carpets, Oilcloths, Rugs, Wall Paper, Curtains, Draperies, Materials for Portieres, etc., at low prices call at either of John Matheis' stores, 17 East Third Street and corner Seventh and Pine. It will pay intending purchasers to examine Matheis' goods and prices before purchasing elsewhere. Mail orders promptly attended to

DR. TOWNSEND H. JACOBS has opened an elegantly fitted dental office in Room 15, Mannheimer Block, St. Paul. He is a regular graduate and is supplied with all the latest scientific appliances known to the profession.

PENNYBUNKER IN DANGER.—Miss Esmerelda Longcoffin, one of the most attractive belles of the city of Austin, said confidentially to her mother, who

city of Austin, said confidentially to her mother, who is a poor but virtuous widow:

"Old Judge Pennybunker proposed to me last night. Shall I tell him yes?"

"No, my daughter, of course not. He is too old for you. He is worth \$50,000. I'll have to be satisfied with him myself, I suppose. Just let me attend to him."—Texas Siftings.

### CALORIFIC WONDER!



The little Cast-iron Heater—the wonder of this—the most powerful Heater ever invented, and k the CONVERSE CALORIFIC WONDER. Simple of convenient! Will hat any ordinary room in ten Cost not to exceed six cents per day. The only of that Air Furnace in existence. Furnished Compile to \$12. City, Town and County Agents Wanted ducements to good, pushing men. Corresponde icited. Address

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COR. THIRD AND OAK STREETS,
ST. PAUL, - MINN.

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CELERY Growing in a cellar in this city. Leave orders for heliday use.

A DAY AND WEEK .- Married, near Belden, Mr. Amos Day to Miss Jane Week.

A Day is made, a Week is lost, But time should not complain— For there will soon be Days enough To make a Week again.

We have had the pleasure of attending many weddings among our circle of acquaintances, but this caps all when we take into consideration the amount of time lost in a few moments.  $-Morris\ County\ (N.Y.)$ 

DUSKY RIVAL BELLES.—Miss Jonsing (a Thompson Street belle)—"Go 'long, yo' poo' yeller trash. If I cudn't walk wifout toein' in I wudn't walk nohow. Go long wif yo'!"

Miss Jackson (another Thompson Street belle)—
"Go 'long wif yo' yo'sef. Da hain't a cullud pusson in de Eighth Ward but what knows dat de holler of yo' feet makes a hole in de groun'. Go 'long wif 'yo yo'sef!"—New York Times.

### THE LADIES' BAZAAR.

What a Woman Saw at Mannheimer Bros'. Elegant Dry Goods Palace.

From the St. Paul Railway Gazette.



It is most fortunate that St. Paul and the entire Northwest, in fact, possess so extensive and perfect an establishment as that of Mannheimer Brothers, corner of Third and Minnesota Streets, St. Paul. There is not in the entire country a better equipped store, and many of the most pretentious in New York and Chicago do not carry so complete, varied and attractive stock. The people may well regard it with pride, and strangers cannot be blamed for their expressions of astonishment.

But I did not intend to reheave here what everybody knows

But I did not intend to rehearse here what everybody knows, nor do I propose to catalogue the splendid novelties in all kinds of seasonable dry goods, for one word will embrace all, and that word is "everything."

It is known that this firm make magnificent displays of splendid

and appropriate goods each holiday season, and I was favored with a glance at many of those selected personally in Europe by that handsome, polite bachelor, Mr. Emil Mannheimer, he himself acting as showman.

What a yast museum of wonderfully beautiful things! Why, I never imagined that such a bewildering display of elegant novelties could be discovered in the whole world, and I could not but look in surprise and admiration on the man whose exquisite taste had selected them, and whose industry had discovered

them.

It was extremely interesting to listen to his description of the factories and warehouses he visited, and of the secluded old workmen he found hidden away in garrets, making the most delightfully charming novelties, which find their way to countries of which they had scarcely ever heard. Of the habits of the artisans of Germany, France and England, and the of different manners of conducting business, one could get a glimpse, and imagine oneself taking a trip abroad, while surrounded by the stores of foreign goods, and listening to Mr. Mannheimmer describing his trip and adventures.

Here was a vast display of the most beautiful ware. New designs of yellow and blue Hungarian—quaint, solid and attractive. Near by are the lighter fancies of the French potteries; exquisitely molded conceits in English "Royal Worcester" and "Crown Derby," and the always charming Dresden.

Then such a dazzling exhibition of Majolica in great variety, including clocks of the most singular and lovely styles. Vienna contributes bronze and brass goods in entirely new and elegant designs; and here are remarkable Japanese leather goads to resemble ivory. Beautiful mirrors, plaques and liquor cases form

lovely styles. Vienna contributes bronze and brass goods in entirely new and elegant designs; and here are remarkable Japanese leather goods to resemble ivory. Beautiful mirrors, plaques and liquor cases form a pleasing portion of the display; and there are multitudes of fancies in wood, leather, satin and plush, such as jewel, glove, handkerchief and card cases, as well as manicure, toilet and game sets, all fitted with the

as jewel, glove, handkerchief and card cases, as wen as manneaue, which is necessary implements.

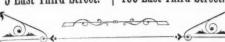
Oh, dear! how a person longs to be rich among such beautiful things, and how strong is the desire to just set industriously to work and pick out every pretty thing that strikes one's fancy regardless of cost! Just look at those magnificent fans—the very latest rage—exquisite designs, hand-painted on feathers, so perfectly lovely with their dainty Marabout and Ostrich feathers. I do not believe there is a woman living who can look upon these elegancies and not covet them.

Well, I could write for a week about what I saw, but I must stop for I begin already to feel covetous myself, and I cannot help thinking how many hearts will be made happy by Mr. Mannheimer's trip, and how many bright eyes will glow and sparkle when there delights are opened for their gaze, as they will be in a few days. Good day, Mr. Santa Claus Mannheimer.



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### DONALDSON'S!

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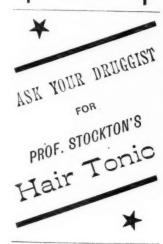
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Our stock of Glassware has never been as carefully selected. All the leading makes now in stock, including English Strawberry, Cut and Engraved Tumblers, Goblets and Champagnes. Imitation Cut Amberina Goods of all kinds, such as Pickle Canoes, Ice Cream Sets, Celery Boats' Butter, Sauce Dishes, etc. Colored and Decorated Tumblers of every Description.

H. L. WHEAT & CO., 380 WABASHA STREET, ST. PAUL,

# CROCKERY AND GLASSWARE,

Lamps, Chandeliers, Etc.

Fine China,
Dinner Ware,
Tea Ware,
Supper Ware,

Oyster Sets,
Soup Sets, Etc., Etc., Etc. H. L. WHEAT & CO., ST. PAUL, MINN.,

Have in stock the finest line of Bisque and Marble Figures ever brought to the Northwest. Our line of Fancy Cups and Saucers has never been equaled. Roger Bros. & Wilcox Silver Plating Company's Plated Wares, which have no equal for durability.

When permitted to make the selection of goods we use our best taste and judgment within any prescribed limit, as regards price. Polite attention to all inquiries. Orders for Holiday Goods should be sent at once to insure delivery on time. Remit by Registered Letter, Post Office Order, Postal Note, or Express.

### HOME INTERESTS.

#### GOOD NIGHT.

The tales are told, the songs are sung,
The evening romp is over,
And up the nursery stairs they climb,
With little buzzing tongues that chime
- Like bees among the clover.

Their busy brains and happy hearts
Are full of crowding fancies;
From song and tale and make-believe
A wondrous web of dreams they weave
And airy child romances.

The starry night is fair without;
The new moon rises slowly;
The nursery lamp is burning faint;
Each white-robed like a little saint,
Their prayers they murmer lowly.

Good night! The tired heads are still, On pillows soft reposing. The dim and dizzy mist of sleep About their thoughts begins to creep, Their drowsy eyes are closing.

Good night! While through the silent air The moonbeams pale are streaming, They drift from daylight's noisy shore— Blow out the light and shut the door, And leave them to their dreaming.

- M. Johnson

BANGS NOT TO BE BANISHED.—The Hartford (Conn.) Times says: "Several months ago newspaper fashion notes all over the country declared that the fashion of frizzed banged hair was declining and that bangs 'must go.' At the present time the same newspapers agree with our statement that the fashion is destined to become permanent with women of high foreheads. They are not so foolish as to give up a fashion that proves so becoming. But there is a great abuse of the bang, and some women do not realize the ridiculous spectacle they make of themselves when exaggerating this fashion."

KEEP BABY'S HEAD COOL.—The proximate if not the remote cause of a large proportion of deaths among children is some disease of the head. When we suppose the death to be caused by dysentery or cholera infantum, the immediate cause of death is an affection of the brain supervening upon the bowel disease. The heads of American children are, for the most part, little furnaces. How much mischief must come from keeping them buried in feather pillows twenty hours in every twenty-four? The hair pillow is not so good as straw, because it cannot, like the straw, be made clean and fresh.—Dio Lewis' Nuggets.

OYSTERS are not only nutritious but wholesome especially in cases of indigestion. It is said "there is no elementary substance, excepting bread, that does not produce indigestion under certain circumstances, but oysters, never." Oyster juice promotes digestion. By taking oysters daily indigestion, supposed to be almost incurable, has been cured; in fact, they are to be regarded as one of the most healthful articles of food known to man. Invalids who have found all other kinds of food disagree with them frequently find in the oyster the required aliment. Raw oysters are highly recommended for hoarseness. Many of the leading vocalists use them regularly before concerts and operas; but their strongest recommendation is the remarkable wholesome influence exerted on the digestive organs.

To Dress Becomingly.—To be becomingly attired one must avoid extreme fashions and must modify eccentricities of style. A small, slight woman should never adopt a voluminous tournure, which makes her bodice look a mere atom in comparison with the full, flowing, but short skirt. For her a small bustle, or cushion, just below the waist is quite sufficient, even if she thought a full, gracefully-looped drapery too flat. And, again, while the fashionable corsage should be perfect fitting, it must be sufficiently loose to be entirely comfortable, and, above all things, the body should not be encased in stiff stays, which make one appear ungraceful and feel constrained and uneasy. The new corsets show a novel feature, which renders them perfectly comfortable even when just put on, and makes them adapt themselves to the figures of the wearers even while they give needful support. Spiral springs are introduced into each side of a pair of corsets and these springs render the corsets flexible, and hence the bones are not liable to break as they do in some of the ordinary makes of waistbands.

BOILED WATER AS A HEALTHFUL DRINK .- I wish to call the attention of your readers to the beneficial effect of boiling, in increasing the potability of water, a fact which does not appear to be generally appreciated or understood. Had this practice prevailed on the first outbreak of the typhoid disease at Plymouth, Pa., it is very probable that the number of cases of illness and of deaths might have been very greatly diminished. In cholera seasons this treatment especially important, as water is largely the medium of introduction of the injurious influences into the system. During the centennial exhibition I was stationed in West Philadelphia, near the centennial buildings, for six months, and although cases of diarrhoea we reprevalent all around me the use of boiled water appeared to be an absolute preventive. We had several cases of illness of this class before we began to use this very simple precau-tion, but none afterward. I have usually enough water boiled in the morning to last through the day. This is placed in a large water cooler, without ice, and drawn from when required to fill ice pitchers, etc. The water should boil actively at least for half an hour, in order to completely destroy the germs of an hour, in order to completely destroy the germs of disease. Of course this is only effective in cases of organic impurities, as mineral poisons would not thereby be destroyed.

SPENCER F. BAIRD.

FEMININE ECONOMIES. - "Women reason very strangely," said a North Side, Chicago, grocer the other day. "You see them on State Street, eager and wild-eyed, spending thousands of dollars on dress, dress, dress! When they come to buy the staples of life they are entirely changed. They never haggle over the price of dress goods, but they grumble over the price of codfish and will argue an hour over a cent in a bargain. They try to make up in that way the money squandered on dress. You'd be astonished if I told you how poorly the families of some of our best dressed ladies live. All seem to think it is their bounden duty to beat the grocer down. They also think that they should be able to buy retail groceries at wholesale prices. The lady who presides over one family on the North Side, a family worth millions of dollars, and which has given away \$500,000 to religious institutions, is a specimen of the class. Our bills are the last she thinks of paying and then she continually kicks at thinks of paying and then she continually kicks at everything. Why, what do you think she did? She obtained in some manner the case price of all canned goods. She imagined she had been cheated by us and sent her pass-book with the case price opposite each purchase of canned goods she had made in the last six months and a lengthy mathematical problem showing the difference she supposed in her favor. She asked that we rebate it (the sum, I think was about two dellars). She wanted case think, was about two dollars). She wanted case price on goods bought two or three cans at a time."

### A Plea for Large Waists.

Women who have their livings to earn must encounter severe competition, and they will never receive consideration because they are women, says the Philadelphia Press. They must excel in order to be successful. Excellence implies strength-not spasmodic, nervous strength which makes an effort once in a while, under extraordinary pressure, but the strength which can turn off daily work without excessive fatigue-the strength which leaves the eve still bright and the step elastic after a long day behind the counter, over the sewing machine, at the desk, at the easel, in the kitchen, in the school room. Such strength as this does not go with a small waist. From the nature of things, it can never—unless, as it has been pointed out in exceptional cases—be found in women with small waists. Strong back and abdominal muscles,—muscles which can do their work without the deadly props of steel and whalebone now so universally worn, - a large digestive capacity, a rapid and utterly unobtrusive flow of the blood in the veins and the arteries,—these are some of the requirements of health and strength. And these things take up room. In most women God has given room for these organs and their processes, but it is reduced and contracted in order to make the waist appear small. In the name of honorable labor; of healthy and happy infancy and childhood; of intelligent and high-minded womanhood; of everything that is beautiful and worth having for women in the world, we plead for the scorned, the maligned, the condemned large waist. Give your body room. It is a sin against humanity and its Maker to compress your waist.

#### Chestnuts for Rheumatism.

Chestnuts-not of the story-telling kind, nor yet of the kind roasted and sold on street corners-but horse chestnuts, such as Bishop McNierney is carrying in his trousers pockets for relief from rheumatism. Our Washington dispatches reported on Saturday that the good bishop of Albany has been induced to carry horse chestnuts by a Californian, who told him that the superstition is a native of the Pacific Coast. The Californian is mistaken. It was introduced upon the Pacific Coast in 1851 by a New Englander, who was a prominent officer in the San Francisco custom house. He both practiced and preached it, and every year he sent to the East, by way of Cape Horn, for a package of horse chestnuts to distribute among his converts. It has prevailed in many parts of New England for a hundred years certainly and probably longer, and there is no seaport between Portland and Boston where dozens of old people cannot be found with horse chestnuts in their pockets, to which they attribute their freedom from rheumatic complaints. Whence the supersti-tion originally came we do not know, but we are sure that New England is the place from which it has been generally diffused throughout the United States. An instance, however, has recently been brought to our notice in which it was both believed and practiced by an intelligent immigrant under cir-cumstances which imply that he learned it first in According to our observation of the New England usage the anti-rheumatic virtue is supposed to depart from horse chestnuts after a year, when the old dried nuts should be replaced with fresh ones. - New York Herald.

#### Food Adulteration.

There are butter factories in this city and all over the country calling themselves "dairies," which never handle a quart of milk and do not make a pound of butter, though their product is valued at hundreds of thousands of dollars annually. There are coffee and spice manufacturers who pack thousands of pounds of their ground abominations who handle very little coffee and import no spices at all. There are ice cream manufacturers who never use milk, cream, eggs, or sugar. There are apiarists who, though turning out honey by the ton, have no bees. There are candy manufacturers who buy little or no sugar. There are maple sugar dealers who own no maple trees and have no use for any. There are refiners of lard who have no use for pork. There are manufacturers of fine fruit syrups who never buy any sugar and who would not know what to do with fruit flavoring if they had it. There are manufacturers of genuine home-made jellies whose works go right on in winter as well as summer, and who do not trouble themselves to buy fruit even when it is so plenty and cheap that it is rotting. There are cheesemakers who have no dairies and who never use milk, and there are a thousand other just such villains in almost every line of business that is in any way connected with the traffic in food. The defense of the majority of these people is that they produce an article that is not deleterious, and that it answers every purpose, besides being cheap. There is a barefaced falsehood at one end or the other. Oleomargarine may not kill at the first dose, and lard made out of cotton seed oil may be comparatively harmless; but everybody knows that they are dearer at the prices charged for them than the genuine article would be at twice the sum. In the mat-ter of lard alone it is a fact that since the use of cotton seed oil in its manufacture was adopted it requires twice as much of the article to accomplish a specified object in cookery as it used to do. Coffee made of peas or beans chemically stained and perfumed; spice concocted out of cocoanut shells and scented; honey made of paraffine and glucose; ice cream compounded out of lard, corn starch and glucose; candy made of glucose and terra alba; maple sugar melted down into cakes from the cheapest and dirtiest of brown sugar; jellies made of gelatine and stained and flavored with chemicals, and syrups compounded out of glucose and deadly acids may not be harmful to the health in the sense that strychnine is, but they are not nourishing and they are not food, and it is a matter of record that they do frequently result in injury to their consumers .- Chicago Herald.

### [For The Northwest Magazine.] MARCUS WHITMAN'S HEROIC RIDE.\*

BY PETER KOCH.

\* \* Late in September, 1842, the missionaries of the American board were all gathered at Waiilstpee, Dr. Whitman's station. During that meeting Dr. Whitman was called to Fort Walla Walla to visit a sick man. He found there a large company of Hudson Bay traders on their way up the Columbia to the upper forts, together with the Roman Catholic bishop of Oregon and some young priests. While at dinner a courier arrived with the news that one hundred and fifty emigrant families from Red River had successfully crossed the mountains and were descending the Columbia. These families were the first installment of settlers sent out by the Puget Sound Agricultural Company to colonize Northern Oregon, and their coming meant that England would soon be able to say to the world: "We are not only ruling Oregon, we are occupying it."

The English guests at the table knew the full meaning of this piece of news and their faces lit up with pleasure. A young priest could not contain himself, but jumped up, swung his hand and cried: "Hurrah for Oregon! America is too late; we have got the country." The full significance of the news flashed before Dr. Whitman. He knew negotiations were going on at Washington for the settlement of the Oregon boundary and if this move of the British was not at once counteracted the game would be theirs. In a moment Whitman's mind was made up. He excused himself, rose from the table and two hours later he pulled up his foam-covered horse before the door of the mission at Waiilatpee, twenty-five miles distant. Without stopping to dismount he exclaimed: "I am going to cross the Rocky Mountains and reach Washington this winter, God carrying me through, and bring out an immigration over the mountains next season, or this country is lost." Remonstrance was vain. He heeded not his wife, who was in agony at the thought that he would surely perish in the winter snows of the mountains. He heeded not his associates, who urged his duties to the mission. If they persisted in their opposition he threatened to throw up his connection with the mission. His reply to his wife was: "I am ready to die in the snows of the Rocky Mountains for the name of the Lord Jesus or for my country;" to his brethren: "I am a missionary, it is true, but now my country needs me." His energy was irresistible. First his wife, then his associates, yielded. Accompanied by a young lawyer, Lovejoy, in less than twenty-four hours he was on his way, starting on his fearful journey Oct. 2, 1842.

We who know the Rocky Mountains in winter can realize something of the danger and risk of his undertaking, and yet our passes here in Montana are mere hills compared with the mountains across which his road lay. The northern routes by the Missouri or the Platte were deemed impracticable. He went south seven hundred miles to Fort Hall, thence past the great Salt Lake along the base of the Wahsatch Mountains through the Utah Basin, thence turning east he plunged into a wilderness of mountains more than six hundred miles across, some of the highest and most rugged mountain ranges in America. The Wahsatch, the Sierra Madre, the San Juan, the Sangre de Cristo-all must be crossed before he could even reach a trail pointing towards the settlements. And all this in midwinter. It seems incredible that he lived to get through, when we consider the fate and sufferings of other, far better-appointed parties, who have attempted similar feats for much shorter distances at the same season. But "the fate of a nation was riding that night." Dr. Whitman knew that he was carrying the fate of Oregon and, compared with that, he held his life cheap.

[On the summit of the Wahsatch range they en-

countered a terrible snowstorm, compelling them to seek shelter in a dark defile. Again and again they tried to reach the summit of the pass but were driven back by the furious storm. One morning, against the advice of their guide, the doctor insisted on making another attempt. Reaching the divide the cold became so intense and the driving snow so blinding that even the animals could not be forced further, and they were compelled to turn their backs to the storm and retrace their steps. But the drifts had entirely obliterated their tracks, the guide was bewildered, all were benumbed with the fearful cold, wildered, all were benumbed with the learful cold, and even Dr. Whitman lost courage. Dazed and freezing they wandered around aimlessly until exhausted and, becoming stationary, the snow was apparently wrapping them in their winding sheets. But just before it was too late the guide noticed his mule bending his ears sharply forward. With a last effort he sprang into the saddle, exclaiming: "This mule will find the camp if he can live to reach it." Giving him the reins the faithful animal kent down the ridge a short distance, then turned squarely down the ridge a short distance, then turned squarely down the steep mountain. Through deep snow drifts, over frightful precipices, down, down he slid and plunged, unguided and unurged, as if he knew the lives of the three men and the fate of Oregon depended on his endurance. On he went into the thick timber and stopped suddenly with his nose over the still smouldering embers of their morning's campfire. Only the doctor was still able to move sufficiently to heap wood on the fire; but they were saved, although badly frozen.

badly frozen.

Reaching Grand River the guide declared it could not be crossed. Two hundred yards did the ice extend into the river on either side; but in the middle was the rushing, roaring water, making a chasm of six hundred feet in the ice bridge. Heeding no remonstrance and not to be daunted by any difficulties, the doctor urged his horse off the ice into the boiling, the doctor urged his horse off the ice into the boiling, foaming stream. Away they were swept by the irresistible current, horse and man disappearing under the water; but directly they rose to the surface and, buffeting against the waves and rushing current, reached the ice on the opposite side, a long way down the stream. Whitman leaped upon the ice and soon his horse also managed to scramble up. The others forced in the pack according to the product of the pack and followed and soon they

nis norse also managed to scramble up. The others forced in the pack animals and followed, and soon they were drying their clothes by a huge fire.

We cannot follow their journey in detail, but before they emerged from the mountains they were nearly starved and forced to eat dog and mule meat. At last they conquered all difficulties and succeeded in reaching Taos, on the Sante Fe trail, about Christin reaching Taos, on the Sante Fe trail, about Christmas. At Bent's Fort, on the Arkansas, Lovejoy was left behind exhausted; but the indefatigable Whitman pressed on. As soon as he entered the settlements in Missouri he proclaimed at once his errand, that his only object in crossing the Rocky Mountains in midwinter, at the risk of his life, was to take back an American immigration that summer through the mountains to the Columbia River with their wagons and teams. They need have no fear as the route was practicable. He had taken cattle and wagons through years ago, and they must be ready wagons through years ago, and they must be ready to accompany him in the spring.

Posters, pamphlets, advertisements were scattered broadcast among the frontier settlements and the news spread like wildfire that the road into Oregon was open. Meanwhile Whit-man stopped not to rest, but pushed on, reaching St. Louis in February, and his long ride of 3,000 miles was ended.

History tells of many a ride which has made the rider and his steed famous. They live in song and story. For courage, for enand story. For courage, for endurance, for the importance of the issue at stake this ride of Dr. Whitman's equals or surpasses all those famous rides, and yet

But the day will come when justice will be done him and fitting words will frame a poem worthy of him and his deed, and mothers in Oregon and the Rocky Mountains will tell their children the story of Dr. Whitman and his as Roman mothers told their children about the great deeds or a Marcius and a Horatius in "those brave days of old." The life of Whitman, although so re-cent, belongs to our heroic age and we owe it to ourselves and to our children, as well as to him, that it should be cherished and not

#### A Colossal Enterprise.

Some idea of the amount of fuel needed for the "Montana Swansea," as Anaconda is called, can be gained from the following: It is the largest enterprise of its kind in the world. It contains twenty-six furnaces, which daily reduce six hundred tons of six furnaces, which daily reduce six hundred tons of ore, producing ninety tons of matter assaying sixty per cent copper. The machinery in the entire plant is run by water power, though the furnaces use ninety cords of wood daily. The concentrator and smelter buildings are the largest structures in the Rocky Mountains. The company has let a contract to Caplice & McCune for 300,000 cords of wood, which is now being delivered, and which will cost over \$1,000,000. This item alone gives an idea of the immensity of the works and earnestness of the company. The Anaconda mine is conceded to be the immensity of the works and earnestness of the company. The Anaconda mine is conceded to be the greatest copper property in America, and when the contemplated increase is made in the capacity of the concentrator and smelter, 1,000 tons of ore will be daily extracted and reduced. The company gives direct employment to eight hundred men in Butte and Anaconda.—Bozeman Chronicle.

#### A Hazardous Feat.

A week or two since Chas. D. Matheny, living out near Minter, for the entertainment of some near Minter, for the entertainment of some "city folks," chopped down a tree forty-five feet from the ground. That is to say, the stump of the tree now stands forty-five feet high, and is probably the high-est stump in Washington Territory. Mr. Matheny's method of climbing a tree for the purpose of chopping is peculiar to himself. He uses only one board. After cutting a notch, he sticks his axe in the tree above his head, and by grasping the handle and by supporting his foot in the lower notch, he places the board in the notch above and then climb and thus goes to any height desired. Joe l and thus goes to any height desired. Joe Hopfentiz, who was present when the above feat was performed, made a rough but highly creditable picture of the scene, and it is now on exhibition in the show window of Taylor & Horn's electric and the scene. seene, and it is now on exhibition in the show window of Taylor & Hare's clothing store. It represents Mr. Matheny hanging by his hands underneath his board, while the tree is falling. At that height it would be impossible for a man to keep his footing on the board, as the great stump quivered when the tree fell like a twig in the wind.—Tacoma News.

### Gallatin Valley National Bank.

The Gallatin Valley National Bank, of Bozeman, Mont., is one of the oldest and most solid of the banks of the Territory. Its president is Nelson Story, the principal capitalist of the town and one of the pioneers of Montana. Peter Koch, its cashier, is widely known for his writings in magazines and newspapers on the resources of the Territory. Few men have done as much to make the general reading public throughout the country acquainted with Mon-tana and to attract settlement and capital to its agri-cultural valleys, its rich mining districts and its great cattle ranges. The bank occupies a new and substantial brick building, of which we give a picture on this page.



BOZEMAN, MONT.—THE GALLATIN VALLEY NATIONAL BANK BUILDING. [From a photo

<sup>\*</sup>From a lecture on "Early Protestant Missions in the North-

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MONEY TO LOAN.

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National German American Bank Building,

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Dividend bonds, 6 per cent annually, due 1888.

ALSO DEALERS IN OTHER CONSERVATIVE INVESTMENT SECURITIES.

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BOSTON, MASS.

#### MONTHLY REVIEW OF THE WHEAT MARKET.

OFFICE OF THE NORTHWEST MAGAZINE, MINNEAPOLIS, Dec. 1, 1885.

The principal features of the wheat market during the past month are the sharp advances on the strength of the war between Servia and Bulgaria. and the shutting down of mills followed by a heavy reaction in prices. The range of the market has been from 91c. to 841c. for No. 1 hard cash. The early part of the month was marked by steadiness and great strength, the market holding up under very discouraging situations. This was followed by a boom of short duration, which was succeeded by a decline of about 6c. from the highest point. Receipts during the month were very large, and there is now more wheat in store here than ever before at one time. The nominal elevator capacity of the city is 7,000,000 bushels, and there are now a little more than 6,000,000 bushels of wheat in store, leaving a million of room yet to be filled. There are now standing on side track and in sight of Minneapolis over 1,800 car loads, or enough to fill the remaining room. During the past week wheat has been turned to Duluth, and some southern wheat has been shipped direct to Chicago. Nearly all the wheat now moving along the Northern Pacific and Manitoba roads is going to Duluth. There is about 9,000,-000 bushels storage capacity at Duluth and there is less than 3,000,000 bushels of wheat now in store there -less than there was a year ago. Duluth is very anxious to get her houses filled, and will readily take care of all that is sent there for the present. There is no sign of relief from the blockade here, as with the mills not taking anything there will be considerable difficulty in disposing of wheat as fast as it arrives. The price of wheat on track is about one cent below that in store, for this reason: farmers deliveries are said to be falling off owing to the decline in prices, and lighter receipts may be expected here during December. The market during the past week has been extremely dull. Below is the range of prices during the month, and the highest prices in November, 1884:

High	hest.	Lowest.	Highest
No. 1 hard	91	84 <sup>1</sup> / <sub>9</sub> 81 <sup>3</sup> / <sub>4</sub>	72
No. 1 northern	853/4	813/4	
No. 2 northern	80	75	

The mills have at last carried out their oft-repeated intention to shut down, and there are now only three mills running, against twenty-one at the beginning of the month. The shutting down occurred on Thanksgiving Day, and it is not probable that the water will be turned on much earlier than the first of the New Year. The millers say they will not turn a wheel till they can make flour and sell it at a profit. It is generally understood that the millers have not been making much money this fall, as the flour markets have been against them from the start. The foreign demand is confined to small orders and home buyers are only taking weekly supplies. During the early part of the month flour sold in New York at the lowest prices on the new crop. The advance in wheat during the war excitement brought no corresponding strength to the flour market, and with a stiff advance in Eastern freight rates on the twenty-third, there was nothing left the millers but to stop making flour till the situation improves. The output during the month was very large—probably the largest of any previous month—and a large amount of flour is now stored at the seaboard awaiting a market. One or two large millforeign demand is confined to small orders eaboard awaiting a market. One or two large milling firms have erected sheds here capable of storing 100,000 barrels, and these are pretty well filled. The following prices are ruling now: Patents in sacks to local trade, \$4.90@\$5.20; delivered at New Eugland points in barrels, \$5.75@\$6; at New York, \$5.65@\$5.90; bakers', \$4@\$4.30; low grades, \$2.25 @ \$3.

The St. Paul Real Estate Market.

The month of November has this year shown more activity in the real estate market than ever before and all indications point to a continuance of the demand well into, if not through, the winter. While investments have been numerous in all parts of the city, the inquiry has tended most largely toward the northwestern portion.

E. S. NORTON.

# PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Swords, 10 Pine Street, New Yor report the following closing quotations of miscellaneous securi-ties, November 24th: Did Asked

				Did.	Asked.
Northern F	acific	1st Mortgage Bon	ds	1115/2	1117/6
66	66	2d " "	*********	91	911
66	68	P. d'Oreille Div "	**********	1023/4	10312*
64	66	Missouri Div "		103*	104*
64	66	Dividend Certifica		92	921/
St. Paul & 1	Dulut	h, common		361/4	3717
St. Paul & l	Dulut	h, preferred		96	9712
Nothern Pa	acific	common		301/4	3032
44	66	preferred		64	6412
Oregon Tra	nsco	ntinental		361/2	3612
		& Nav		1087%	109
Oregon Tra	nscor	tinental bonds		9114	92
		& Nav. 1sts		112	1121/4
St. Paul & 1	North	ern Pacific 1sts		105*	1051/2*
Northern I	acific	Terminals	*******	95*	97*
		***************		1141/6	1143/
11		preferred		1363/4	1131
Chicago, M	innea	polis & St. Paul	***************	953/4	951/2
"	68		ferred	1161%	10000
St. Paul, M	innes	polis & Manitoba		10932	******
		t. Louis		231/2	237/
66		" preferred		5017	511/2
Chicago, Bu	arling	ton & Quincy		1341/6	135
Rock Island	d			128	129
Canadian I	acific				
* And i					

### NORTHERN PACIFIC EARNINGS.

APPROXIMATE GROSS EARNINGS FOR MONTH OF OCTOBER.

TREASURER'S OFFICE, 17 BROAD STERET,

NEW YORK, Nov. 5, 1885.

To the Editor of The Northwest Magazine:

I hand you herewith statement of the approximate gross earnings of the Northern Pacific Railroad Com-

pany, as follows:

1884. 1885. 2,691

Miles: Main Line and Branches. 2,459 \$1,521,881.00

1722 110.88 4,718,136,50

1884. 1885. 2,691

238 \$0.370.01

Decrease. 34,974.38 R. L. BELKNAP, Treasurer.

### WILLIAM G. ROBERTSON.

# Real Estate and Financial Agent,

(Successor to D. A. Robertson & Co., the oldest Real Estate Agency in Minnesota.)

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# GOLD, BARBOUR & SWORDS,

BANKERS AND BROKERS.

10 Pine Street, - New York.

MEMBERS NEW YORK STOCK EXCHANGE.

All classes of Negotiable Securities bought and sold, and advances made on same.

Northern Pacific First Mortgage, Missouri and Pend d'Oreille Division Bonds and Preferred Div-idend Certificates bought and sold.

MACMASTER, BURNHAM & CO., FERGUS FALLS, - -

Have always on hand FIRST MORTGAGES ON FARMS, DRAWING SEVEN PER CENT.

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For Lease,

The Famed Water Power of Fergus Falls. Dealers in all kinds of

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Agents for The Dundee Mortgage and Trust Investment Company

of Scotland.
The Dundee Land Company of Scotland.
The Red River Land and Water Power Company.
The Fergus Falls Gas and Mill Company.

#### TRADE AND FINANCE.

OFFICE OF THE CHAMBER OF COMMERCE, ST. PAUL, Nov. 25, 1885.

During the present month the money market has been a very active one, with firm discount rates. Eastern exchange has continued scarce. There has been an immense deal done in real

estate; at this time of year it usually settles down, but it has not done so yet, and the activity is greater than it has ever been before.

There has been a very heavy movement of wholesale groceries, provisions being stronger in price, with sugars easier, and coffees and teas steady. Collections are reported excellent.

Collections are reported excellent.

The dry goods trade has been quiet, owing to the mildness of the weather. Cold is badly needed now to open up the business in heavy goods.

The drug trade has been active, with prices well sustained, with some advances. The advance in white lead is the most important recent advance. All heavy goods are firmer on account of advanced freight and close of lake and river navigation. Sales in the drug business have been larger than ever before. Messrs. Noyes Bros. & Cutler have just made their largest shipment of ginseng of the season for the China trade. for the China trade.

A good, lively trade has been done in wholesale clothing, with very satisfactory collections.

Business has been excellent with the hat, cap and fur dealers, and collections in this line are better than ever before.

A fair winter trade has been done in wholesale boots and shoes; the weather has been too fine of late for this branch of business.

The leather trade has been very good, with an

advance in prices on sole and harness.

The hardware trade continues in a very active con-

dition, with a tendency to stiffer prices.

A good, steady trade has been done by the wholesale wine and liquor merchants, with fair collections. The lumber dealers report trade quiet. It is now drawing to a close for the season.

The movement of fruits has also closed, and the

dealers have now stored their stocks for the season.

Messrs. B. Presley & Co. have been appointed Northwestern agents for the Florida Fruit Exchange.

Business has been good in most of the retail

branches. The stores are displaying their Christmas presents, there being an exceedingly handsome ssortment.

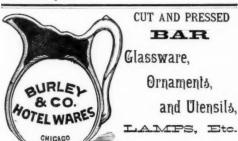
C. A. McNeale, Secretary.

### To Spokane Falls.

Capt. Mills, of the Dear Lodge New Northwest, emerged from his Montana valley and for the first time went west far enough to see a corner of Washington Territory. Here are two of his pleasant paragraphs about the trip:

"The mountain land is good. It is well to live up close to the stars and have all down-hill road to see the rest of the world. But there may be wearying monotony even of pleasure, and so as the nights lengthen and frosts come, and the turbid, shallowrunning streams bear heavy burdens of falling leaves, it is pleasant to speed towards the sea, where rivers run deep and blue, where the morning glories still bloom to the eaves, and the air is soft and still bloom to the eaves, and the air is soft and

dense.
"Twenty or thirty miles inside the Washington line is Spokane Falls. It is the most picturesque spot we have seen in the Northwest. The Spokane River, divided by rocky islands into three channels, makes a series of cascades and rapids, and again remitting parkers and appears of the control of the c uniting, makes a grand plunge of eighty feet, the entire fall within a half mile aggregating some two hundred feet. It seems as if Nature had here rallied hundred feet. It seems as it Nature had here rained her forces for a grand aqueous variety entertainment and was showing how much varied beauty she could produce with a given amount of water in a given amount of space.



THE LARCEST STOCK IN THE WEST.

Write for Catalogue. BURLEY & CO., 83 and 85 State St., CHICAGO. E. P. WELLS, ALFRED DICKEY, C. P. SMITH Pres. Sec. THE

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We invite correspondence with LARGE and SMALL IN-VESTORS and REFER BY PERMISSION to the American Exchange National Bank, New York; First National Bank, Chi-cago; Merchants National Bank, St. Paul; and hundreds of others on application.

### IN BOZEMAN.

FOR SALE, two of the handsomest residence lots in Montana's most beautiful town. The lots front sixty feet on a corner in the best part of town. As a health resort Bozeman has remarkable advantages: mineral springs, mountain views, good schools, churches: population about 4,000; on Northern Pacific Railroad. Address Bozeman, care The Northwest Magazine, St Paul, Minn

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President. Vice President. Cashier.

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Capital, \$50,000 Surplus and Undivided Profits, 10,000

Makes Collections on all points in North Dakota. Sells Exchange on leading American and European cities. Pays Taxes for non-residents and will answer all inquiries regarding Dakota.

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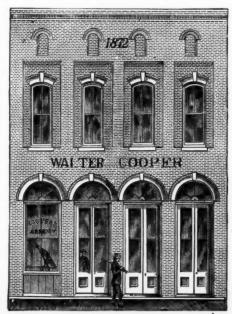
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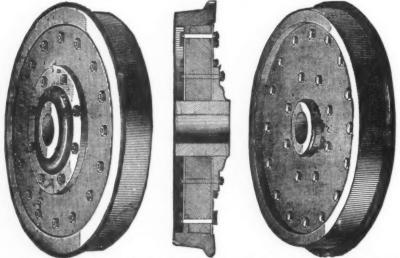
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### 34 Pine Street.

EASTERN WASHINGTON RAILWAY COMPANY. The Spokane Falls Review announces the formation of the "Eastern Washington Railway Company," the chief incorporators being T. F. Oakes, of St. Paul; C. B. Wright, Sr., of Philadelphia; Nelson Bennett, of Deer Lodge; Watson C. Squire, of Olympia; C. B. Wright, Jr., of Philadelphia, and others. "The Eastern Washington Railway Company, as its name implies," says the Review," is organized for the purpose of building, equipping and operating lines of railroad in that part of the Territory, and the first project is the construction of a road to the southward, the terminal points of which are yet to be decided upon. We are informed by good authority that the work of construction on the Southern route will commence as soon as the surveyors now in the field have located the most feasible line. C. B. Wright, Jr., and A. A. Newberry have left Spokane Falls for the front. They have followed the surveyors and will determine on terminal points and other matters connected with the location. In this connection, and in addition to the above, we can say that Mr. Wright informed one of our leading business men this morning that the new road would be completed in time to move the crops of next year. Work on the roadbed will commence as soon as the frost is out of the ground in the spring, if not sooner. The contract for transporting the iron has been made, and a contract for getting out ties will be let at once.'

Going to Mill.



"Chicken's wuth more'n corn ebery day in de week; an' now jes wait till I bring dat procession ub hens down yean in de woods, an' we'll hab chicken un-erals fo' dinnah 't our house fo' some time, you bet yer eye!"-Harper's Weekly.

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CRERAR, ADAMS & CO.,

· MANUFACTURERS AND DEALERS IN Railway Supplies,

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#### JESSOP'S ENGLISH STEEL

And best English Crucible Steel and Charcoal

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For Hoisting and Mining Purposes. 11 AND 13 FIFTH AVE., CHICAGO, ILL.

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New Blood, New Life. — This is obtained by using Pfunder's Blood Purifier. For sale everywhere. \$1 per bottle, six for \$5.

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For notices in reference to special excursions, changes of time, and other items of interest in connection with the CHICAGO, MILWAUKEE & St. PAUL RAILWAY, please refer to the local columns of this paper.

### A LITTLE NONSENSE.

Love's warning cry: "Don't, Jack, you hurt m vaccination." — Fall River Advance.

The stock of the St. Paul Gas Company has been quadrupled. They ought now to be able to furnish water gas.

When two girls meet they kiss. When two men meet they don't. This shows plainly who wants kissing the most.

A Georgia darkey prays with discretion. He said: "If I ask the Lord to send me a turkey, I won't git it; but if I ask him to send me after a turkey I always git one before daybreak."

Young man of four—"Mamma, I wish that you wouldn't call me your pet lamb." Mamma—"Why not, dear?" Young man of four—"Well, if I am a lamb, shouldn't I grow up into a mutton-head?" -Boston Beacon.

Guest—"Waiter, bring me some rice pudding."
Waiter—"Boss, I can't jess recormend de rice
pudding to-day."
Guest—"What's the matter with it?"
Waiter—"Nuffin, 'cept dar aint none."

Customer (seating himself in a barber's chair)—
"Fine weather we are having." Barber—"Yes,
sah." Customer—"Feels somewhat like rain."
Barber—""Scuse me, sah, but de boss doan 'low we
to 'gage in conversation durin' business houhs."

Old Homespun stopped his horse half an hour before a house with a smallpox flag hung out of the chamber window. Finally he grew impatient, and, with a "Get up!" remarked, "Darn if I believe there is any train coming. 'Tany rate, I'll risk it.'

"How do you like Miss Lilliwhite?" asked Brown Flow do you like shiss Limit the lady. "Do you not admire her conversation?" "Yes," replied Fogg, "she talks well enough, but, between you and me," brushing his whitened coat-sleeve, "she a little floury."—Boston Transcript.

A CORNER ON THE MARKET.—A wild specimen of the native Virginian entered Staunton the other day and asked credit for some tobacco and sugar at a grocery, promising to pay in six weeks. "On what do you base your expectations of being able to pay in that time?" asked the grocer. "On coon skins," was the prompt reply. "But you may not catch any coons." "Oh, as to that, I've got seventeen of 'em already plugged up in a holler tree, and am only waiting for the fur to git prime!" He got the goods.—Wall Street News.

On a Northwestern train two drummers made a wager on the number of passengers in the coaches. They asked a stranger to hold the stakes and act as referee. He kindly consented, and walked through the cars, counting the inmates. On returning he announced the number to be two hundred and fifwell, you are a daisy counter." "You bet I am," replied the stranger, "I am the man who took the census of Minneapolis."—Chicago Herald.

Two Souls with but a Single Thought.-"I'd like to consult you on a private matter," he said to a Griswold Street lawyer the other day. "How much for your advice?"

"That's according to the case. What is it?"
"I want to ask if I had better g a divorce-from

"I want to ask if I had better g a divorce-from my wife?"
"Oh, well, I'll give you some advice for nothing.
If you will only wait a few days you'll probably be a free man. I filed a bill for her yesterday!"

t "Now," said the bridgroom, to the bride when hey returned from the honeymoon trip, "let us have a clear understanding before we settle down to married life; are you to be president or vice president of this concern?"

"I want to be neither president nor vice president," she answered, "I will be content with a subordinate position."

"What is that?"

"Controller of the currency."

"Controller of the currency.

A BRUTE'S PREDICTION .- "I tell you, Bromley, I've married an angel."
"Oh, no doubt. Wait until you have been mar-

"Oh, no doubt. Wait until you have been married as long as I have."

"She is all smiles, Bromley; never a cross word.
Her voice is as sweet as the sound of a harp. Her—"

"Oh, she reminds you of a harp, does she? Inside of a year she'll remind you of an accordion."

"Why of an accordion?"

"Because she'll make the most noise when you attempt to shut her up."—Philadelphia Call.

ttempt to shut her up. — I manage the property of the pussion old, "How doth the busy bee Improve each shining hour?" we'll hear no more:

A naturalist has just announced that she Works three hours only out of twenty-four.

— Bosion Charier.





WHERE TRUE LOVE RUNS TOO SMOOTHLY.

"ARMAND, YOU HAVE BEEN ABSENT THREE EVENINGS HAS YOUR LOVE COOLED SO SOON?"

"No, DARLING - I -

WHY THERE ARE NO GHOSTS. - Uncle Isom was whitewashing an old, dilapidated house on Whitehall Street yesterday. The interior had a ghostly appearance, and a gentleman said to the old negro: Isom, ain't you afraid of ghosts?

"Yes."

"You ain't you afraid of ghosts?"

"No, sah; dat I ain't, young marster," was the reply, as the old man's face loomed up with a smile.

"You are not?"

"No, sah. Dar are no ghostes."

"How do you know?"

"Case, sah, when a person dies da goes to heaben or to purgatory, one or de udder."

"Yes."

"And ef da goes ter purgatory da can't get erway; an' ef da goes to heaben da don't want ter get erway an' come back er scollopin' 'roun dis world. I'se too old fer to let dat kind er mesmerisin' bizness bodder He—"I beg your pardon, but—er—I did not quite catch the name."
She—"Miss Fitz-Montmorency."
He—"Thanks! thanks! What a pretty name, and

so uncommon!

She (haughtily) - "Did you think I was called He (feebly) - "A - pardon - but - er - my name

Customer (in Harlem cigar store) - "Have you got

Customer (in Harrem eight state)
any Havana cigars?"
Dealer—"Ya; dot vas a glear Havana, varranted."
Customer—"Give me a dollar's worth."
Dealer—"Vat?"
Customer—"A dollar's worth."

Dealer (confidentially)—"You pay a ca-voorter more and take a box."—New York Sun.

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Elevators on N. P. RR

Husband (trying to read) - "Wh is that baby

willing about now?"

Wife—"Poor little thing! She sees the moon through the window and is cry. "rit."

Husband—"Well, for heaven's sa. e, let her have it; anything to stop that noise."—New York Sum.





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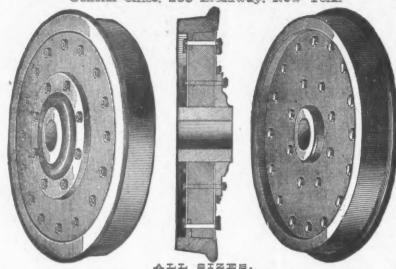
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## Minnesota, North Dakota, Montana, Northern Idaho, Washington and Oregon,

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MORE THAN ONE-HALF of all the public land taken by private entry in the United States during the past fiscal year is located in States and Territories traversed by the N. P. R. R., and OVER THIRTY-SIX PER CENT of the total number of all private entries made during this period in the United States have been filed in Dakota, being over four times the total number filed in any other State or Territory during the same period. Summary of public lands disposed of during fiscal year, ending June 30, 1883:

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All persons intending removal and settlement in a new country should visit this region before deciding upon a location elsewhere, as it produces LARGE AND SURE CROPS EVERY YEAR, and is in an unusually prosperous condition.

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The Northern Pacific Railroad Company owns a large number of Town Lots in the following-named Towns, which are for sale at reasonable prices.

TOWNS IN EASTERN LAND DISTR	ICT.
On Main Line N. P. R. R.	
MINNESOTA. POPU	LATION.
Brainerd, Crow Wing County	10,000
Frazee City, Becker County	250
Audubon, " " "	
Wadena — County seat Wadena County The Eastern Terminus of the Northern Pacific, Fergus & Black Hills R. R.	1,180
NORTH DAKOTA.	
On the N. P., F. & B. H. Branch.	0.000
Wahpeton—County seat Richland County	
Milnor, Sargent County	300
Leonard, Cass CountyNet	v Town
Sheldon, Ransom County	100
Buttzville " "	25
Lisbon — County seat Ransom County	1,350
Marshall, Ransom County	25
La Moure, La Moure County Western Terminus of the F. & S. W. Branch of the Northern Pacific Rajiroad. On the Jamestown and Northern Branch of the N. P. R. R.	400
Melville, Foster County	100
Carrington — County seat Foster County The junction of the Mouse River Branch of the J. & N. R. R.	500
Sykeston, Wells County Present Terminus. The Mouse River Branch is completed to this point.	100
New Rockford, Foster County  The Jamestown and Northern Branch is completed and operated to this point.	50
Minnewaukan, Benson County The terminus of the Jamestown and Northern	500

TOWNS IN EASTERN LAND DISTRICT

LATION.	
,	Branch of the N. P. R. R., located on the west end of Devil's Lake, and the supply point for Turtle Mountain and Moose River country. The rail- road is graded to the town, and will be completed this season. On the MainLine of the N. P. R. R.
000	DAKOTA.
300	Mapleton, Cass Co., the Wheat Center of '83
2,800	Cassellon,
- 50	Windsor, Stutsman County
100	Crystal Springs, Kidder County
100	Tappan, " "
50	Menoken, Burleigh County
4,500	Bismarck — County seat Burleigh County Capital of Dakota Territory. Located on the east bank of the Missouri River.
2,860	Mandan — County seat Morton County Located on the west bank of the Missouri River,
900	Marmot, Morton County New Salem, ""
200	A prosperous German colony.
100	Glenullen, Morton County
100	Richardton, Stark County
200	C D Distant & Calandary
100	Taylor, Stark County
200	Gladstone, Stark County
600	Dickinson — County seat Stark County
100	Belfield, Billings County On the Main Line of the N. P. R. R.
	MONTANA.
	Glendive—County seat Dawson County
3,000	Miles City — County seat Custer County U. S. Land Office.
v Town	Hathaway, Custer CountyNew
40	Rosebud "
200	Rosebud " " "
2,600	Livingston, Gallatin County

The trade center of the Upper Yellowstone Valley; supply point for Clark's Fork mining district and Yellowstone National Park; and junction with the Yellowstone National Park Branch of the N. P. R. R.	ATION.
Bozeman — County seat Gallatin County Commercial and financial center of the rich Gallatin Valley. U. S. Land Office.	3,000
MorelandNew	Town
Gallatin, Gallatin County	
Townsend, Meagher County	500
Helena — County seat Lewis and Clark Co Commercial and financial center of Montana, and Capital of the Territory. U.S. Land Office.	8,000
Garrison, Deer Lodge County	100
Drummond, Deer Lodge County	100
Missoula — County seat Missoula County	1,500
Thompson's Falls	700
Belknap Outfitting point for Cœur d' Alene Mines.	400
TOWNS IN WESTERN LAND DISTRIC	CT.
IDAHO AND WASHINGTON.	
Rathdrum, Idaho	400
Trent, Spokane CountyNew	Town
	2,500
Cheney — County seat Spokane County	1,500
	1,000
Harrison " "New	Town
Ritzville - County seat Lincoln County	100
Paha, Lincoln CountyNew	Town
Ainsworth—County seat Franklin County	500

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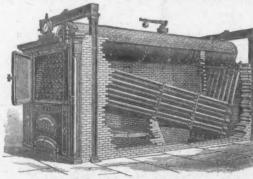
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JULY,
Vol. II.

1884.

No. 7.

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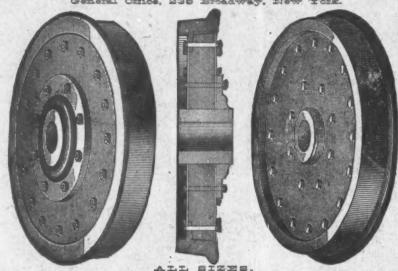
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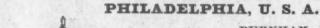
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On Main Line N. P. R. R.	
a seta case of the seta case of	LATION.
Brainerd, Crow Wing County, County	
seat	10,000
Frazee City, Becker County	250
Audubon, " "	200
Wadena, Wadena County, County seat.	1,180
The Eastern Terminus of the Northern Pacific Fergus & Black Hills R. R.	
NORTH DAKOTA.	
On the N. P., F. & B. H. Brerch.	
Wahpeton, Richland County, County	
seat	2,000
Milnor, Sargent County, County seat	300
Western Terminus of the N. P., F. & B. H. B. R. On the Fargo and Southwestern Branch of the	
NPRR.	
Leonard, Cass County Net	o Town
Sheldon, Ransom County	100
Duttzville,	25
	1,350 25
ALCOLDITIONS	100
La Moure, La Moure County	100
the Northern Pacific Railroad.	
On the Jamestown and Northern Branch of the N. P. R. R.	
Melville, Foster County	100
Carrington. " County seat	500
The junction of the Mouse River Branch of the	
J. & N. R. R	100
Skyeston, Wells County Present Terminus. The Mouse River Branch	100
is completed to this point.	
New Rockford, Foster County	50
The Jamestown and Northern Branch is com- pleted and operated to this point.	
Minnewaukan, Benson County, County	
seat	500
The Terminus of the Jamestown and Northern	S. S. S.

NORTH DAKOTA.	POPUL	ATION.
Branch of the N. P. R. R.? located on the end of Devil's Lake, and the supply point rutle Mountain and Moose River con The railroad is graded to the town, an be completed this season. On the Main of the N. P. R. R.	int for antry. d will a Line	x = 169
Mapleton, Cass Co., the Wheat cent	re of	
1883		300
Casselton, Cass County Windsor, Stutsman County		2,800
Windsor, Stutsman County		50
Crystal Springs, Kidder County		100
Tappan, " "		100
Menoken, Burleigh County		50
Bismarck. " County	seat	4,500
Capital of Dakota Territory. Located of east bank of the Missouri River.	on the	
Mandan, Morton County, County	River.	2,860
Marmot, Morton County		200
New Datelli,		200
A prosperous German colony. Glenullin, Morton County		100
Richardton, Stark County		100
C. B. Richards & Co.'s colony.		200
Taylor, Stark County		100
Gladstone, Stark County		209
Rinon (Wis.) colony.		2
Dickinson, Stark County, County s	eat	600
Belfield, Billings County		100
On the Main Line of the N. P. R. R.		
MONTANA.	15 44	Fa. (7)
Glendive, Dawson County, County	seat.	1,200
Miles City, Custer County, County	seat.	3,000
TI O Tand Office		***
Hathway, Custer County	New	Town
Rosebud, " "	****	49
Forsyth, " "		200
Livingston, Gallatin County The trade center of the Upper Yellowston ley; supply point for Clark's Fork m	e Val-	2,600
OF MODELLEDN DA	CITA	TO I
OR NORTHERN PA	CIF	IL I

	MONTANA. POPU.	LATION.
	district and Yellowstone National Park, and junction with the Yellowstone National Park Branch of the N. P. R. R.	
	Bozeman, Gallatin County, County seat Commercial and financial center of the rich Gallatin Valley, U.S. Land Office,	3,000
	Moreland, Gallatin CountyNe	w Town
)	Gallatin. " "Ne	n Town
	At junction of Madison, Gallatin and Jefferson Valleys.	
	Townsend, Meagher County	500
H	Helena, Lewis and Clark Co., County	
8	seat	8,000
	Commercial and financial center of Montana, and Capital of the Territory. U. S. Land Office.	
	Garrison, Deer Lodge County Junction of the Utah and Northern Railroad.	100
	Drummond, Deer Lodge County	100
	Missoula, Missoula County, County seat	1.500
8	Thompson's Falls	700
	Outfitting point for Cour d' Alene mines.	
	Belknap	400
	Outfitting point for Cour d' Alene mines.	
	TOWNS IN WESTERN LAND DISTR	ICT
		1011
	IDAHO AND WASHINGTON.	
	Rathdrum, Idaho	400
1	Wagon and steamboat route to the Cœur d'	
40	Alene Mines.	-

TOWNS IN WESTERN LAND DISTRIC	IT.
IDAHO AND WASHINGTON.	
Rathdrum, Idaho	40
Wagon and steamboat route to the Cour d'	
Trent, Spokane County	Tow
Spokane Falls, Spokane County	2,50
U.S. Land Office. Outfitting point for Cour d'Alene Mines.	
Cheney, Spokane County, County seat	1,50
Sprague, Lincoln County	1,00
Harrison. " " New	Tow
Ritzville ,Lincoln County, County Seat.	10
Paha, " " New	Tow
Ainsworth, Cranklin Co., County seat	50
TO THE TOTAL	

R. R. TOWN LOTS. TERMS OF SALE FOR M

One quarter cash on application; balance in three (3) equal payments, due four (4), eight (8), and twelve (12) months from date of sale. Interest on deferred payments at the rate of seven (7) per cent. per annum.

Application for purchase of lots in these towns should be made to the General Land Agent of N. P. R. R. Co., at St. Paul, Minn., and Portland, Oregon L. TAYLOR, Town Site Agent, St. Paul, Minn.

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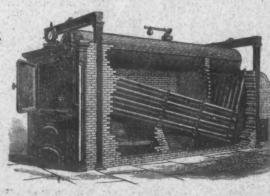
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Vol. II.

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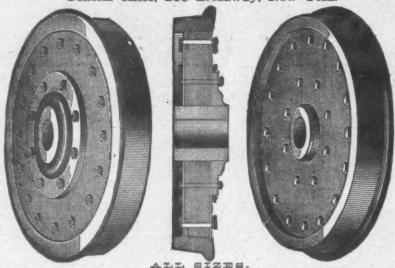
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THE GREAT NEW NORTHERN PACIFIC COUNTRY.

MORE THAN ONE-HALF of all the public land taken by private entry in the United States during the past fiscal year is located in States and Territories traversed by the N. P. R. R., and OVER THIRTY-SIX PER CENT of the total number of all private entries made during this period in the United States have been filed in Dakota, being over four times the total number filed in any other State or Territory during the same period. Summary of public lands disposed of during fiscal year, ending June 30, 1883:

MINNESOTA, DAKOTA, MONTANA, IDAHO, WASHINGTON, OREGON, 1,293,880 x 10 6,702,725 x 33 246,770 x 06 232,630 x 97 764,448 x 33 504,828 x 80 9,745,301 x 59

All along the line of the Northern Pacific Railroad, GOVERNMENT LANDS, lying in alternate sections with the railroad land, are offered FREE to actual settlers under the Homestead, Pre-emption, and Tree-Culture Laws. They are the cheapest and most productive lands ever offered for settlement under United States Laws.

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Agricultural lands of the Company, east of the Missouri River in Minnesota and Dakota, are sold chiefly at \$4 to \$6 per acre, and the preferred stock of the Company will be received at par in payment. When lands are purchased on time, one-sixth Stock or Cash is required at time of purchase, and the balance in five equal annual payments, in Stock or Cash, with interest at 7 per cent.

The price of agricultural lands in Dakota, west of the Missouri River, and in Montana, ranges chiefly from \$2.60 to \$4 per acre. If purchased on time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.60 to \$6 per acre. If purchased on time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each next four years. Interest 7 per cent per annum.

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## TOWNS IN EASTERN LAND DISTRICT. MINNESOTA. On Main Line N. P. R. R. Brainerd, Crow Wing County, County seat..... Frazee City, Becker County.... 250 Audubon, Wadena, Wadena County, County seat, The Eastern Terminus of the Northern Pacific, Fergus & Black Hills R. R. NORTH DAKOTA. On the N. P., F. & B. H. Branch. Wahpeton, Richland County, County 200 Milnor, Sargent County, County seat Western Terminus of the N. P., F. & B. H. R. R. On the Fargo and Southwestern Branch of the N. P. R. R. 300 Maismail, La Moure, La Moure County...... Western Terminus of the F. & S. W. Branch of the Northern Pacific Railroad. On the Jamestown and Northern Branch of the N. P. R. R. 100 N. P. R. R. Melville, Foster County Carrington '' County seat..... The Junction of the Mouse River Branch of the J. & N. R. R. Sykeston, Wells County.... Present Terminus. The Mouse River Branch completed to this point. New Rockford, Foster County.... The Jamestown and Northern Branch is completed and operated to this point. Minnewaukan, Benson County, County seat... 100 100 The Terminus of the Jamestown and Northern

Branch of the N. P. R., R., located on the west end of Devil's Lake, and the supply point for Turtle Mountain and Mouse River country. The railroad is graded to the town, and will be completed this season. On the Main Line of the N. P. R. R.	
Mapleton, Cass County, the Wheat center of 1883.	300
	2,800
Casselton, Cass County	50
Crystal Springs, Kidder County	100
Tappan, "	100
Manakan Burlaigh County	50
Menoken, Burleigh County Bismarck County seat	4,500
Capital of Dakota Territory. Located on the east bank of the Missouri River.	4,000
Mandan, Morton County, County seat  Located on the west bank of the Missouri River.  Marmot, Morton County	2,860
New Salem	200
A prosperous German colony.	200
Glenullin, Morton County	100
Richardton, Stark County	100
Taylor, Stark County	100
Gladstone, Stark County	209
Dickinson, Stark County, County seat	600
Belfield, Billings County,	100
On the Main Line of the N. P. R. R.	
MONTANA.	1 000
Glendive, Dawson County, County seat	1,200
Miles City, Custer County, County seat U. S. Land Office.	3,000
Hathway, Custer CountyNet	o Town.
Losebua,	49
Forsyth	200
Livingston, Gallatin County  The trade center of the Upper Yellowstone Valley; supply point for Clark's Fork mining	2,600
OR NORTHERN PACIF	IC R

	MONTANA. POPULA	TIO N
	district and Yellowstone National Park, and junction with the Yellowstone National Park Branch of the N. P. R. R.	
	Bozeman, Gallatin County, County seat Commercial and financial center of the rich Gallatin Valley, U.S. Land Office.	3,000
	Moreland, Gallatin CountyNew	Topon
	Callatin, "	
	Valleys. Townsend, Meagher County	500
	Helena, Lewis and Clark County, County	000
	seat	8,000
	Commercial and financial center of Montana, and Capital of the Territory, U. S. Land Office.	
	Garrison, Deer Lodge County/ Junction of the Utah and Northern Railroad.	100
3	Drummond, Deer Lodge County	100
	Missoula, Missoula County, County seat	1,500
	Thompson's Falls Outfitting point for Cour d' Alene mines.	700
	Belknap	400
	Outfitting point for Cœur d' Alene mines.	
	TOWNS IN WESTERN LAND DISTR	ICT.
H	IDAHO AND WASHINGTON.	
	Rathdrum, Idaho	400
3	Trent, Spokane CountyNew	Town
-	Spokane Falls, Spokane County	2,500
1	Cheney, Spokane County, County seat	1,500
d	Sprague, Lincoln County	1,000

Harrison
Ritzville, Lincoln County, County seat.... 10
New Ton 

#### R. TOWN LOTS. TERMS OF SALE F

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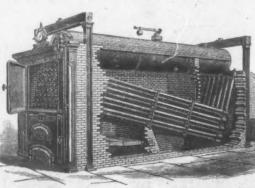
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SAN FRANCISCO:

561 Mission St.

60 San Ignacio.

SEPTEMBER

1884.

No. 9.

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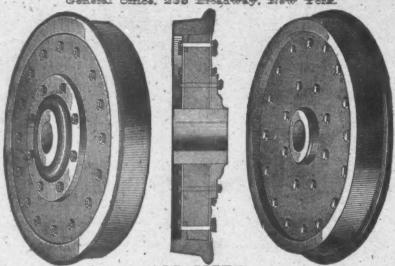
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## BALDWIN LOCOMOTIVE WORKS.

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## LOCOMOTIVE ENGINES,

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Passenger and Freight Locomotives, Mine Locomotives, Narrow Gauge Locomotives, Noiseless Motors and Steam Cars for Street Railways, Etc.

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FREE. Maps and descriptive publications in various languages sent free of charge, and for all information relating to the Northern Pacific country apply to or address

J. WEMYSS, General Land Agent, P. B. GROAT, General Emigration Agent, . ST. PAUL, MINN.

ST. PAUL, MINN.

PAUL SCHULZE, General Land Agent, CHAS. B. LAMBORN, Land Commissioner, -

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## Minnesota, North Dakota, Montana, Northern Idaho, Washington and Oregon,

THE GREAT NEW NORTHERN PACIFIC COUNTRY.

MORE THAN ONE-HALF of all the public land taken by private entry in the United States during the past fiscal year is located in States and Territories traversed by the N. P. R. R., and OVER THIRTY-SIX PER CENT of the total number of all private entries made during this period in the United States have been filed in Dakota, being over four times the total number filed in any other State or Territory during the same period. Summary of public lands disposed of during fiscal year, ending June 30, 1883:

MINNESOTA, DAKOTA, MONTANA, IDAHO, WASHINGTON, OREGON, Total,

1,293,889 x 10 6,702,725 x 33 246,770 x 06 232,639 x 97 764,448 x 33 504,828 x 80 9,745,301 x 59

All along the line of the Northern Pacific Railroad, GOVERNMENT LANDS, lying in alternate sections with the railroad land, are offered FREE to actual settlers under the Homestead, Pre-emption, and Tree-Culture Laws. They are the cheapest and most productive lands ever offered for settlement under United States Laws.

All persons intending removal and settlement in a new country should visit this region before deciding upon a location elsewhere, as it produces LARGE AND SURE CROPS EVERY YEAR, and is in an unusually prosperous condition.

#### NORTHERN PACIFIC RAILROAD LANDS.—TERMS OF SALE

Agricultural lands of the Company, east of the Missouri River in Minnesota and Dakota, are sold chiefly at \$4 to \$6 per acre, and the preferred stock of the Company will be received at par in payment. When lands are purchased on time, one-sixth Stock or Cash is required at time of purchase, and the balance in five equal annual payments, in Stock or Cash, with interest at 7 per cent.

The price of agricultural lands in Dakota, west of the Missouri River, and in Montana, ranges chiefly from \$2.60 to \$4 per acre. If purchased on time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent per annum.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.60 to \$6 per acre. If purchased on time, one-fifth cash. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each next four years. Interest 7 per cent per annum.

#### EASTERN LAND DISTRICT, Minnesota, Dakota and Montana.

R. J. WEMYSS.

General Land Agent N.\*P R. R. Co., ST. PAUL, MINNESOTA.

WESTERN LAND DISTRICT,

Washington, Oregon and Idaho. PAUL SCHULZE

The Northern Pacific Railroad Company owns a large number of Town Lots in the following-named Towns, which are for sale at reasonable prices

NORTH DAKOTA.

### TOWNS IN EASTERN LAND DISTRICT. MINNESOTA. On Main Line N. P. R. R. POPULATION. Brainerd, Crow Wing County, County Frazee City, Becker County...... Audubon, Wadena, Wadena County, County seat, The Eastern Terminus of the Northern Pacific, Fergus & Black Hills R. R. NORTH DAKOTA. On the N. P., F. & B. H. Branch. Wahpeton, Richland County, County 1,180 2,000 Buttzville, " Lisbon, " County seat..... Marshall. " La Moure, La Moure County. Western Terminus of the F. & S. W. Branch of the Northern Pacific Railroad. On the Jamestown and Northern Branch of the N. P. R. R. 100 100 J. & N. R. R. Sykeston, Wells County. Present Terminus. The Mouse River Branch completed to this point. New Rockford, Foster County. The Jamestown and Northern Branch is completed and operated to this point. Minnewaukan, Benson County, County 100 50 500 The Terminus of the Jamestown and Northern

MUNITI DANOTA.	LAIIUN.
Branch of the N. P. R.IR., located on the west end of Devil's Lake, and the supply point for Turtle Mountain and Mouse River country. The railroad is graded to the town, and will be completed this wesson. On the Main Line of the N. P. R. R.	
Mapleton, Cass County, the Wheat center	
of 1883	300
Casselton, Cass County	2,800
Windsor, Stutsman County	50
Crystal Springs, Kidder County	100
Tappan, "" ""	100
Menoken, Burleigh County	. 50
Bismarck "County seat Capital of Dakota Territory. Located on the east bank of the Missouri River.	4,500
Mandan, Morton County, County seat Located on the west bank of the Missouri River.	2,860
Marmot, Morton County	
New Salem A prosperous German colony.	200
Glennllin, Morton County	100
Richardton, Stark County	100
Taylor, Stark County	100
Gladstone, Stark County	209
Dickinson, Stark County, County seat	600
On the Main Line of the N. P. R. R.	100
MONTANA.	
Glendive, Dawson County, County seat	1,200
Miles City, Custer County, County seat U. S. Land Office.	3,000
Hathway, Custer County	
Rosebud, " " " " " " " " " " " " " " " " " " "	49
Forsyth	200
Livingston, Gallatin County  The trade center of the Upper Yellowstone Valley; supply point for Clark's Fork mining	2,600
OR NORTHERN PACIF	TIC R.

prices.	
MONTANA. POPULA	TIO N
district and Yellowstone National Park, and junction with the Yellowstone National Park Branch of the N. P. R. R.	
Bozeman, Gallatin County, County seat - Commercial and financial center of the rich Gallatin Valley. U. S. Land Office.	3,000
	Town
Gallatin, "	Town
Townsend, Meagher County	500
Helena, Lewis and Clark County, County	o doo
• seat. Commercial and financial center of Montana, and Capital of the Territory, U. S. Land Office.	8,000
Garrison, Deer Lodge County	100
Drummond, Deer Lodge County	100
Missoula, Missoula County, County seat	1,500
Outfitting point for Cour d' Alene mines.	700
BelknapOutfitting point for Cœur d' Alene mines.	. 400
TOWNS IN WESTERN LAND DISTR	ICT.
IDAHO AND WASHINGTON.	100
Rathdrum, Idaho	400
Trent, Spokane CountyNew	Town
Spokane Falls, Spokane County	2,500
Cheney, Spokane County, County seat	1,500
Sprague, Lincoln County	1,000
Harrison " "New	
Ritzville, Lincoln County, County seat	100
Paha, ". Neu	Town
Ainsworth, Cranklin County, County seat.	500

#### . R. TOWN LOTS. TERMS OF SALE FOR NORTHERN PACIFIC

One-quarter cash on application; balance in three (3) equal payments, due four (4), eight (8), and twelve (12) months from date of sale. Interest on deferred payments at the rate of seven (7) per cent per annua.

Application for purchase of lots in these towns should be made to the General Land Agent of N. P. R. R. Co., at St. Paul, Minn., and Portland, Oregon, or to the local agent in each town.

L. TAYLOR, Town Site Agent, St. Paul, Minn.

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Size of Dakota, 36x48 inches. Scale 12 miles to

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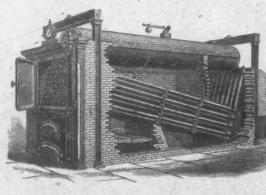
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HAVANA:

60 San Ignacio.

Vol. II.

No. 10.

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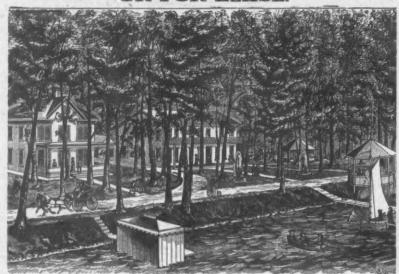
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a now offered for sale at a low price on account of the death of the late proprietor. The hotel has done a profitable business for many years, and has just closed the most successful season in its history. The grounds comprise two tracts; one having a frontge on the lake of 386 feet, a depth of 370 feet, and a frontage on Second street of 510 feet; and the other fronting 390 feet on Second
treet, between Johnson street and Banning avenue, and extending back 150 feet. The buildings consist of the main hotel buildings, a large cottage of 11 rooms, two small cottages, a bar and bowling alley, barn, lee-house, pavilions, etc. The grounds are beautilly shaded by a natural oak grove, and the situation is much the finest on the lake. White Bear Lake is only half an hour by
all from either St. Paul or Minneapolis, and is fast growing in popularity as a health and pleasure resort. Property is constantly
ppreciating in value. The Williams House has an established reputation, and is filled with guests during the entire season. To
practical hotel man it offers a rare opportunity for making money, and at the same time securing a delightful home. The price
a moderate and the title perfect. All the furniture and fixtures will be sold with the hotel.

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Water Tables, Sills, Window Caps, Cop-ings, Stepping Stones, Garden Vases, Pedestals, Etc.

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## NORTHERN PACIFIC RAILROAD

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LANDS FOR SALE! THE BEST HOMES FOR 10,000,000 PEOPLE NOW AWAIT OCCUPANCY IN

## Minnesota, North Dakota, Montana, Northern Idaho, Washington and Oregon,

THE GREAT NEW NORTHERN PACIFIC COUNTRY.

MORE THAN ONE-HALF of all the public land taken by private entry in the United States during the past fiscal year is located in States and Territories traversed by the N. P. R. R., and OVER THRTY-SIX PER CENT of the total number of all private entries made during this period in the United States have been filed in Dakota, being over four times the total number filed in any other State or Territory during the same period. Summary of public lands disposed of during fiscal year, ending June 30, 1883:

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#### NORTHERN PACIFIC RAILROAD LANDS.—TERMS OF SALE.

Agricultural lands of the Company, east of the Missouri River in Minnesota and Dakota, are sold chiefly at \$4 to \$6 per acre, and the preferred stock of the Company will be received at par in payment. When lands are purchased on time, one-sixth Stock or Cash is required at time of purchase, and the balance in five equal annual payments, in Stock or Cash, with interest at 7 per cent.

The price of agricultural lands in Dakota west of the Missouri River, and in Montana, ranges chiefly from \$2.60 to \$4 per acre. If purchased on time, one-sixth cash, and the balance in five equal annual cash payments, with interest at 7 per cent per annum. Preferred stock is receivable in payment for lands located EAST of the Missouri River.

SOTA and DAKOTA only.

The price of agricultural lands in Washington and Oregon ranges chiefly from \$2.60 to \$6 per acre. If purchased on time, one-fifth each. At end of first year the interest only on the unpaid amount. One-fifth of principal and interest due at end of each next four years. Interest 7 per cent per annum.

### EASTERN LAND DISTRICT,

Minnesota, Dakota and Montana.

R. J. WEMYSS,

General Land Agent N. P. R. R. Co., ST. PAUL, MINNESOTA.

## WESTERN LAND DISTRICT,

Washington, Oregon and Idaho. PAUL SCHULZE,

General Land Agent N. P. R. R. Co., PORTLAND, OREGON.

The Northern Pacific Railroad Company owns a large number of Town Lots in the following-named Towns, which are for sale at reasonable prices.

NORTH DAKOTA.

TOWNS IN EASTERN LAND DIST	RICT.
On Main Line N. P. R. R. MINNESOTA.	ATION.
Brainerd, Crow Wing County, County	ALION.
seat	10,000
	250
Frazee City, Becker County	200
Wadena, Wadena County, County seat, The Eastern Terminus of the Northern Pacific,	
Fergus & Black Hills R. R.	
NORTH DAKOTA.	W. C.
On the N. P., F. & B. H. Branch.	
Wahpeton, Richland County, County	1
seat	2,000
Milnor, Sargent County, County seat Western Terminus of the N. P., F. & B. H. B. R. On the Fargo and Southwestern Branch	300
of the N. P. R. R.	
Leonard, Cass CountyNe	w Town
Sheldon, Ransom County	100
Buttzville	25
Lisbon, "County seat	1,350
Marshall, " "	25
La Moure, La Moure County	100
On the Jamestown and Northern Branch	
of the N. P. R. R.	100
Melville, Foster County Carrington " County seat	500
Carrington "County seat  The Junction of the Mouse River Branch of the J. & N. R. R.	500
Sykeston, Wells County  Present Terminus. The Mouse River Branch completed to this point.	100
New Rockford, Foster County The Jamestown and Northern Branch is completed and operated to this point.	50
Minnewaukan, Benson County, County	
Seat	500
TEDMO OF C	TE

LIONALE DIRECTION	merran,
Branch of the N. P. R. R., located on the west end of Devil's Lake, and the supply point for Turtle Mountain and Mouse River country. The railroad is graded to the town, and will be completed this season. On the Main Line of the N. P. R. R. Mapleton, Cass County, the Wheat center	
of 1883	300
Casselton, Cass County	2,800
Windsor, Stutsman County	50
Crystal Springs, Kidder County	100
Tappan,	100
Menoken, Burleigh County	. 50
Bismarck " County seat	4,500
Capital of Dakota Territory. Located on the east bank of the Missouri River.	
Mandan, Morton County, County seat	2,860
Located on the west bank of the Missouri River.	
Marmot, Morton County	-
New Salem ""	200
Glenullin, Morton County	100
Richardton, Stark County	. 100
Taylor, Stark County	100
Gladstone, Stark County	209
Dickinson, Stark County, County seat	600
Belfield, Billings County,	100
On the Main Line of the N. P. R. R.	
MONTANA.	
Glendive, Dawson County, County seat	1,200
Miles City, Custer County, County seat U. S. Land Office.	3,000
Hathway, Custer CountyNo	ew Town
Rosebud, "" ""	49
Forsyth " " …	200
Livingston, Gallatin County	2,600
ley; supply point for Clark's Fork mining	Section 1

MONTANA. POPUL	ATION.
district and Yellowstone National Park, and junction with the Yellowstone National Park Branch of the N. P. R. R.	
Bozeman, Gallatin County, County seat *Commercial and financial center of the rich Gallatin Valley. U. S. Land Office.	3,000
Moreland, Gallatin CountyNet Gallatin, ""Net At junction of Madison, Gallatin and Jefferson Valleys.	w Town o Town
Townsend, Meagher County	500
Seat  Commercial and financial center of Montana, and Cepital of the Territory. U. S. Land. Office.	8,000
Garrison, Deer Lodge County	100
Drummond, Deer Lodge County	100
Missoula, Missoula County, County seat Thompson's Falls Outfiting point for Cour d' Alene mines.	1,500 700

TOWNS IN WESTERN LAND DISTR	ICT.
IDAHO AND WASHINGTON.	
Rathdrum, Idaho	400
Trent, Spokane CountyNew	Town 2,500
Cheney, Spokane County, County seat Sprague, Lincoln County	1,500 1,000 Town 100 Town 500

TERMS OF SALE FOR NORTHERN PACIFIC R. R. TOWN LOTS.

One-quarter cash on application; balance in three (3) equal payments, due four (4), eight (8), and twelve (12) months from date of sale. Interest on deferred payments at the rate of seven (7) per cent per annum.

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Mapleton, Cass County, the Wheat center	-
of 1883	300
Casselton, Cass County	2,800
Windsor, Stutsman County	50
Crystal Springs, Kidder County	100
	100
Menoken, Burleigh County	50
Bismarck County seat	4,500
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Mandan, Morton County, County seat	2,860
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Marmot, Morton County	
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Glenullin, Morton County	-
Richardton, Stark County	100
Taylor, Stark County	100
Gladstone, Stark County	209
Dickinson, Stark County, County seat	600
Belfield Billings County.	100
On the Main Line of the N. P. R. B. MONTANA.	
Glendive, Dawson County, County seat	1,200
	3,000
Miles City, Custer County, County sent U. S. Land Office.	,
77	n Toinn
Rosebud, "" "" "" "" "" "" "" "" "" "" "" "" ""	49
Forsyth 46 66	200
Livingston, Gallatin County	2,600
The trade center of the Upper Yellowstone Val-	2,000
ley; supply point for Clark's Fork mining	100
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MONTANA. POPU	LATION.
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Bozeman, Gallatin County, County seat Commercial and financial center of the rich Gallatin Valley. U. S. Land Office,	3,000
Moreland, Gallatin CountyN	ew Town
Gallatin, "At junction of Madison, Gallatin and Jefferson Valleys."	no Toron
Townsend, Meagher County	500
Helena, Lewis and Clark County, County	
Seat. Commercial and financial center of Montana, and Capital of the Territory, U. S. Land Office.	8,000
Garrison, Deer Lodge County	100
Drummond, Deer Lodge County	100
Missoula, Missoula County, County seat	1,500
Thompson's Falls	700
Outfitting point for Cour'd' Alene mines.	

TOWNS IN WESTERN LAND DISTRI	UI.
IDAHO AND WASHINGTON.	
Rathdrum, Idaho	400
Trent, Spokane County	Town
	2,500
	1,500
	1,000
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Ritzville, Lincoln County, County seat	100
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Ainsworth, Franklin County, County seat.	500

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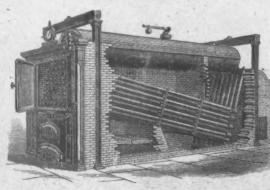
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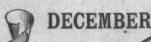
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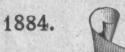
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## NORTHERN PACIFIC

#### LAND DEPARTMENT

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CHAS. B. LAMBORN, Land Commissioner,

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#### LANDS FOR SALE! THE BEST HOMES FOR 10,000,000 PEOPLE NOW AWAIT OCCUPANCY IN

## Minnesota, North Dakota, Montana, Northern Idaho, Washington and Oregon,

THE GREAT NEW NORTHERN PACIFIC COUNTRY.

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MINNESOTA, DAKOTA, MONTANA, IDAHO, WASHINGTON, OREGON, Total. 9,745,301 x 59

All along the line of the Northern Pacific Railroad, GOVERNMENT LANDS, lying in alternate sections with the ralroad land, are offered FREE to actual settlers under the Homestead, Pre-emption, and Tree-Culture Laws. They are the cheapest and most productive lands ever offered for settlement under United States Laws.

All persons intending removal and settlement in a new country should visit this region before deciding upon a location elsewhere, as it produces LARGE AND SURE CROPS EVERY YEAR, and is in an unusually prosperous condition.

#### NORTHERN PACIFIC RAILROAD LANDS. PRICES AND TERMS OF SALE.

Agricultural lands East of the Missouri River, in Minnesota and Dakota, are sold chiefly at \$4 to \$6 per acre. The preferred stock of the company will be received at par in payment for these lands, and can not be received for payment on any other lands.

Lands in Montana and in Dakota West of the Missouri River range from \$1 to \$4 per acre, \$1 to \$2.50 for grazing lands, and \$3 and upwards for agricultural lands.

Lands in Washington and Oregon range chiefly from \$2 to \$6 per acre.

Terms of payment in Minnesota, Dakota Montana Idaho and Washington.—On the ten years' credit plan for actual settlers, who are required to build upon the land within one year, and also to break and cultivate not less than one-tenth of the land during each of the first three years. One-tenth cash, and the balance in nine equal annual installments with 7 per cent interest. Lands are also sold without any requirement of settlement in Minnesota, Dakota and Montana, on following terms: one-sixth cash, and the balance in five equal annual installments with 7 per cent interest.

In Idaho and Washington.—One-fifth cash, at the end of the first year interest on the unpaid balance only, and at the end of each of the next four years one-fifth of the remaining principal with 7 per cent interest.

#### The Northern Pacific Railroad Company owns a large number of Town Lots in the following named Towns, which are for sale at reasonable prices.

TOWNS IN EASTERN LAND DISTRICT	NORTH DAKOTA.	POPULATION.	MONTANA.	POPULATION.
On Main Line N. P. R. B.	end of Devil's Lake, and the au Turtle Mountain and Mouse I	pply point for	ley; supply point for	or Clark's Fork mining tone National Park, and
MINNESOTA. POPULATION	The railroad is graded to the i	own, and will	junction with the Ye Branch of the N. P. R	ellowstone National Park
Brainerd, Crow Wing County, County seat. 10,00	On the Main Line of the N.		Bozeman, Gallatin C	County, County seat 3,000
Frazee City, Becker County			Commercial and finan Gallatin Valley. U.S	acial center of the rich
Wadena, Wadena County, County seat, 1,18			Moreland, Gallatin C	County 25
The Eastern Terminus of the Northern Pacific, Fergus & Black Hills R. R.	Windsor, Stutsman County	50	Gallatin,	n, Gallatin and Jefferson
NORTH DAKOTA.	Crystal Springs, Kidder Coun	ity 100	Valleys.	
On the N. P., F. & B. H. Branch. Wahpeton, Richland County, County	Menoken, Burleigh County		Townsend, Meagher of Helena, Lewis and Cl	
seat	Bismarck " Co	ounty seat 4,500	seat	
Milnor, Sargent County, County seat 30	bank of the Missouri Liver.			cial center of Montana, Territory, U. S. Land
Western Terminus of the N. P., F. & B. H. R. R. On the Fargo and Southwestern Branch	Mandan, Morton County, Cou	nty seat 2,860	Office.	
of the N. P. R. R. Leonard, Cass County	Marmot, Morton County	***************************************	Garrison, Deer Lodge Junction of the Utah an	d Northern Railroad.
Sheldon, Ransom County 10	New Salem	200	Drummond, Deer Loo Missoula, Missoula (	
Buttzville, " " County seat 1.35	Glennllin Morton County	100	Thompson's Falls	
Lisbon, "County seat 1,35		New Town	Outfitting point for Cou	r d' Alene mines.
La Moure, La Moure County	Richardton, Stark County	100	TOWNS IN WEST	EDN LAND DICTRICT
Western Terminus of the F. & S. W. Branch of the Northern Pacific Railroad.	C. B. Richards & Co.'s colony.  Taylor, Stark County			ERN LAND DISTRICT.
On the Jamestown and Northern Branch of the N. P. R. R.	Gladstone, Stark County	The second of th	IDAHO AND WASHI	
Melville, Foster County	0 Ripon (Wis.) colony.		Rathdrum, Idaho	oute to the Cœur d' Alene
Carrington "County seat 50 The Junction of the Mouse River Branch of the	Belfield, Billings County,		mines.	
J. & N. R. R.	On the Main Line of the N.	P. R. R.	Spokane Falls, Spoka	ty New Town ane County 2,500
Sykeston, Wells County 16 Present Terminus. The Mouse River Branch	MONTANA. Glendive, Dawson County, Co	unty seat 1,200	U. S. Land Office. Outf	fitting point for Cœur d'
completed to this point.  New Rockford, Foster County	Miles City, Custer County, Co		Alene mines. Cheney, Spokane Cou	inty, County seat 1,500
The Jamestown and Northern Branch is com-	U. S. Land Office.  Hathway, Custer County	New Town	Sprague, Lincoln Cou	anty 1,000
pleted and operated to this point.  Minnewaukan, Benson County, County	Rosebud, "	49	Harrison Ritzville, Lincoln Co	**************************************
seat 50		200	Paha, "	New Town
The Terminus of the Jamestown and Northern Branch of the N. P. R. R., located on the west	Livingston, Gallatin County  The trade center of the Upper Ye		Ainsworth, Franklin	County, County seat. 500
TEDMO OF CALL	FOR MORTHERN	DACIFIC P	RTOWNI	OTS

#### TERMS OF SALE FOR NORTHERN PACIFIC R. R. TOWN LOTS.

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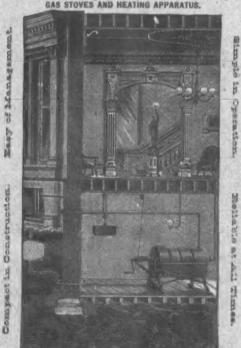


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## NORTHERN PACIFIC RAILROAD

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The Northern Pacific Railroad Company owns a large number of Town Lots in the following named Towns, which are for sale at reasonable prices.

TOWNS IN EASTERN LAND DISTRICT	NORTH DAKOTA. POPULATION.	MONTANA. POPULATION.
	end of Devil's Lake, and the supply point for	ley; supply point for Clark's Fork mining
On Main Line N. P. R. R.	Turtle Mountain and Mouse River country.  The railroad is graded to the town, and will	district and Yellowstone National Park, and junction with the Yellowstone National Park
MINNESOTA. POPULATION	be completed this season.	Branch of the N. P. R. R.
Brainerd, Crow Wing County, County seat. 10,00	On the Main Line of the N. P. R. R.	Bozeman, Gallatin County, County seat 3,000
Frazee City, Becker County 26	Mapleton, Cass County, the Wheat center	Commercial and financial center of the rich
Audubon. " " 20		Gallatin Valley. U. S. Land Office.
Wadena, Wadena County, County seat, 1,18	Casselton, Cass County 2,800	Moreland, Gallatin County 25
The Eastern Terminus of the Northern Pacific.	Windsor, Stutsman County 25	Gallatin, " "
Fergus & Black Hills R. R.	Crystal Springs, Kidder County	At junction of Madison, Gallatin and Jefferson Valleys.
NORTH DAKOTA.	Tappan, " " 30	Townsend, Meagher County 500
On the N. P., F. & B. H. Branch. Wahpeton, Richland County, County	Menoken, Burleigh County 25	Helena, Lewis and Clarke County, County
	10 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7	seat
Milnor, Sargent County, County seat 30	Capital of Dakota Territory. Located on the east	Commercial and financial center of Montana,
Western Terminus of the N. P., F. & B. H. R. R.	bank of the bussouri hiver.	and Capital of the Territory. U. S. Land
On the Fargo and Southwestern Branch	Mandan, Morton County, County seat 2,860	Office.
of the N. P. R. R.	Located on the west bank of the Missouri River.  Marmot, Morton County	Garrison, Deer Lodge County
Leonard, Cass County	NT. 0 1 44 44 44	Junction of the Utah and Northern Railroad.  Drummond, Deer Lodge County
Sheldon, Ransom County 18		Missoula, Missoula County, County seat 1,500
Buttzville, "	Glennilin Morton County 100	Thompson's Falls 200
Lisbon, "County seat 1,38	Unite Diver	Outfitting point for Cour d' Alene mines.
ALCOLOLINA,	A temperance colony.	
La Moure, La Moure County	Inclinit Court Country	TOWNS IN WESTERN TAND DISTRICT
Western Terminus of the F. & S. W. Branch of the Northern Pacific Railroad.	C. B. Richards & Co.'s colony.	TUMNO IN MEDIEUM PARO DIGITALI.
On the Jamestown and Northern Branch	Taylor, Stark County 100	IDAHO AND WASHINGTON.
of the N. P. R. R.	Gladstone, Stark County 209	
Melville, Foster County 10		Rathdrum, Idaho
Carrington "County seat 50 The Junction of the Mouse River Branch of the		mines.
J. & N. R. R.	Belfield, Billings County,	Trent, Spokane County
Sykeston, Wells County		Spokane Falls, Spokane County
Present Terminus. The Mouse River Branch	Glendive, Dawson County, County seat 1,200	
completed to this point.	Miles City Creater County County seet 3 000	Alene mines. Chenev. Spokane County. County seat 1,500
New Rockford, Foster County	U. S. Land Office.	
The Jamestown and Northern Branch is com- pleted and operated to this point.	Hathway, Custer CountyNew Town	
Minnewaukan, Benson County, County	Rosebud, " " 49	TIMITION AND ADDRESS AND ADDRE
seat 50	Forsyth " " 200	
The Terminus of the Jamestown and Northern	Livingston, Gallatin County 2,600	Paha, " New Town Aingworth Franklin County County Seat. 500
Branch of the N. P. R. R., located on the west	The trade center of the Upper Yellowstone Val-	Ainsworth, Franklin County, County seat. 500
TEDME OF CALE	FOR MORTUFPM PACIFIC P	P TOWN LOTS

#### TERMS OF SALE FOR NORTHERN PACIFIC R. R. TOWN LOTS.

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MINNESOTA, DAKOTA, MONTANA, IDAHO, WASHINGTON, OREGON, 1,393,889 x 10 6,702,785 x 33 246,770 x 06 933,639 x 97 764,448 x 33 504,828 x 80 9,745,301 x 59

All along the line of the Northern Pacific Railroad, GOVERNMENT LANDS, lying in alternate sections with the railroad land, are offered FREE to actual settless under the Homestead, Pre-emption, and Tree-Culture Laws. They are the cheapest and most productive lands ever offered for settlement under United States Laws.

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Lands in Montana and in Dakota West of the Missouri River range from \$1 to \$4 per acre, \$1 to \$2.50 for grazing lands, and \$3 and upwards for agricultural lands.

Lands in Washington and Oregon range chiefly from \$2 to \$6 per acre.

Terms of payment in Minnesota, Dakota Montana Idaho and Washington.—On the ten years' credit plan for actual settlers, who are required to build upon the land within one year, and also to break and cultivate not less than one-tenth of the land during each of the first three years: One-tenth cash; at the end of each of the next nine years one-tenth of the remaining principal with 7 per cent interest. Lands are also sold without any requirement of settlement in Minnesota, Dakota and Montana, on following terms: one-sixth cash, and the balance in five equal annual installments with 7 per cent interest.

In Idaho and Washington.—One-fifth cash, at the end of the first year interest on the unpaid balance only, and at the end of each of the next four years one-fifth of the remaining principal with 7 per cent interest.

The Northern Pacific Railroad Company owns a large number of Town Lots in the following named Towns, which are for sale at reasonable prices.

## TOWNS IN EASTERN LAND DISTRICT. On Main Line N. P. R. R. MINNESOTA. MINNESOTA. Brainerd, Crow Wing County, County seat. 10,000 Frazee City, Becker County 250 Audubon, 4 200 Wadena, Wadena County, County seat, The Eastern Terminus of the Northern Pacific, Fergits & Black Hills R. R. NORTH DAKOTA. On the N. P., F. & B. H. Branch. Wahpeton, Richland County, County seat. 2,000 2,000 150 Buttzville, " Lisbon, " County seat.... 1.350 150 500 J. & N. R. R. Sykeston, Wells County..... Present Terminus. The Mouse River Branch completed to this point. New Rockford, Fos.er County.... The Jamestown and Northern Branch is completed and operated to this point. Minnewaukan, Benson County, County 50 80 500

NORTH DAKOTA.	POPULATION.
end of Devil's Lake, and the supply	point for
Turtle Mountain and Mouse River	country.
The railroad is graded to the town be completed this season.	, and will
On the Main Line of the N. P.	R. R.
Mapleton, Cass County, the Whe	
of 1883	
Casselton, Cass County	
Windsor, Stutsman County	
Crystal Springs, Kidder County	
	30
Menoken, Burleigh County	
Bismarck "Count	y seat 4,500
Capital of Dakota Territory. Located of bank of the Missouri River.	
	seat 2,860
Mandan, Morton County, County Located on the west bank of the Misso	uri River.
Marmot, Morton County	
	200
A prosperous German colony.  Glenullin, Morton County	100
Knife River	New Town
A temperance colony.	
Richardton, Stark County	100
C. B. Richards & Co.'s colony.	400
Taylor, Stark County	100
Gladstone, Stark County	209
Ripon (Wis.) colony.	seat 600
Dickinson, Stark County, County	100
On the Main Line of the N. P. I	
MONTANA.	
Glendive, Dawson County, County	v seat 1,200
Miles City, Custer County, Count	
IT C Tand Office	
Hathway, Custer County	New Town
Rosebud, " "	49
Forsyth " "	***************
Livingston, Gallatin County	2,600
The trade center of the Upper Yellows	

MONTANA.	OPULATION.
ley; supply point for Clark's Fork min district and Yellowstone National Park, junction with the Yellowstone National F Branch of the N. P. R. B.	ning and ark
Bozeman, Gallatin County, County s Commercial and financial center of the Gallatin Valley. U.S. Land Office.	
Moreland, Gallatin County	
Valleys.  Townsend, Meagher County  Helena, Lewis and Clarke County, Cou	500
Seat  Commercial and financial center of Monta and Capital of the Territory. U. S. L. Office.	8,000
Garrison, Deer Lodge County Junction of the Utah and Northern Railroad.	
Drummond, Deer Lodge County	100
Missoula, Missoula County, County & Thompson's Falls Outfiting point for Cœur d' Alene mines.	eat 1,500 200 .
MOWNE IN WESTERN LAND D	TOTOTOTO

## TOWNS IN WESTERN LAND DISTRICT.

10 11 110 111 11 11 11 11 11	
IDAHO AND WASHINGTON.	
Rathdrum, Idaho	
Trent, Spokane County	New Town
Spokane Falls, Spokane County U. S. Land Office. Outfitting point for Countlement of Coun	2,500 r d'
Cheney, Spokane County, County seat	1,500
Sprague, Lincoln County	1,000 New Town
Ritzville, Lincoln County, County sea	t 100
Paha.	New Town
Ainsworth, Franklin County, County s	eat. 500

#### R. TOWN LOTS. TERMS OF SALE FO

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MARCH

1885.



Vol. III.

No. 3.

# The Northwest.

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On the Pargo & Southwestern Branch of the N. P. R. R.

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1885.

No. 4.

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in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

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Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are also sold on very easy terms to actual settlers under the

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This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

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A rebate of \$1 per acre will be made for the area broken and put under cultivation within the first two years after the sale.

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The rebate allowed being for the full price of a "One Way Land Ticket" or for one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in payment for 160 acres or more of the company's land in Minnesota and Dakota.

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Vol. III.

1885.

No. 5.

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The rebate allowed being for the full price of a "One Way Land Ticket" or for one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in payment for 160 acres or more of the company's land in Minnesota and Dakota.

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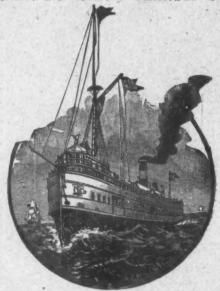
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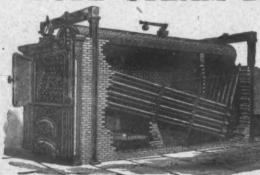
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Marmot, New Salem,

Sims, Glenullen, Knife River, Richardton, Taylor, Gladstone, Dickinson,

Belfield. On the Main Line of the N. P. R. R. MONTANA.

Glendive, Miles City, United States Land office. Hathaway, Rosebud,

Forsyth, Livingston, junction with the Yellow-stone National Park Branch of the N. P. R. R.

Bozeman, United States land office. Moreland.

Townsend.

Helena, capital of Montana and United States land office.

Garrison, junction of the Utah and Northern Railroad.

Drummond, Missoula, Thompson's Falls.

### Towns in Western Land District.

IDAHO AND WASHINGTON.

Rathdrum. Trent.

Spokane Falls, United States land office Cheney,

Sprague, Harrison

Ritzville, Paha, North Yakima, Ainsworth.

Tacoma, the western terminus of the Northern Pacific Railroad.

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Application for purchase of lots in these towns should be made to the General Land Agent of N. P. R. R. Co., at St. Paul, Minn., and Portland, Oregon, or to the local agent in each town.

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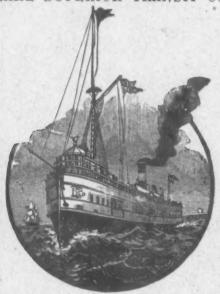
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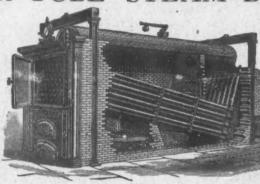
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Melville.

Melville.

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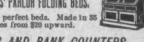


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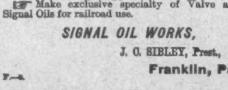
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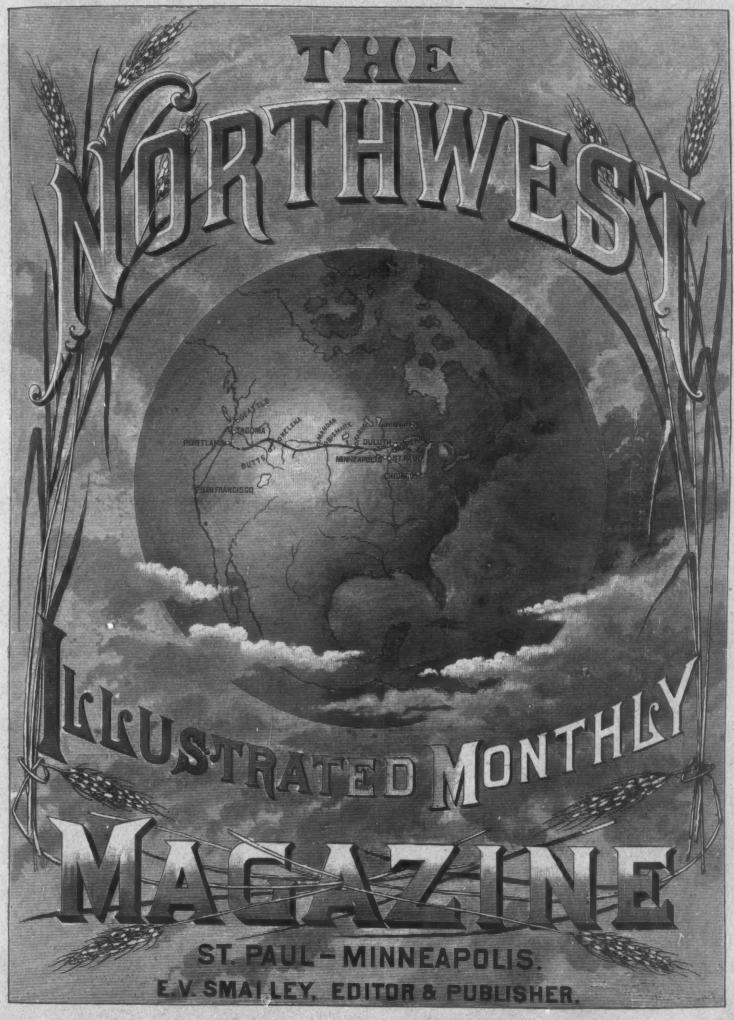
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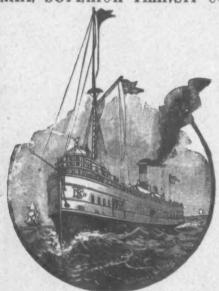
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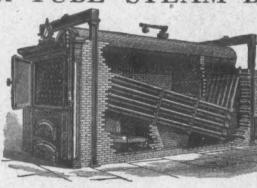
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, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

### Some of the Advantages of Buying Lands of the Railroad Company

Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

### TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the terms of payment are, one-tenth cash; at the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

### FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

WISCONSIN, MINNESOTA, NORTH DAKOTA AND MONTANA.—For Lands in Wisconsin, Minnesota, Dakota and Montana, on the five years' plan, the terms of payment are, one sixth cash; balance in five equal annual installments with 7 per cent interest.

WASHINGTON, IDAHO AND OREGON.—For Lands in Washington, Idaho and Oregon, on the five years' plan, the terms of payment are, one-fifth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next four years one-fifth of the principal, with 7 per cent interest.

GRAZING LANDS in Dakota, Montana and Washington, in tracts of one section and over, are sold on ten years' time, without requiring settlement.

#### REBATES ON ALL LANDS IN MINNESOTA AND DAKOTA EAST OF THE MISSOURI RIVER.

A rebate of \$1 per acre will be made for the area broken and put under cultivation within the first two years after the sale

#### REBATES OF RAILROAD FARE

A rebate of the full price of a "One Way Land Ticket" or one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in part payment for 160 acres or more of the company's land in Minnesota and Dakota.

"Land Tickets" are issued only on orders from the land department to land seekers and actual settlers, good for forty days from date of purchase. These "land tickets" are good only as far west as Dickinson, Stark County, Dakota. The following special round trip rates have been made to the points named below:

BISMARCK, DAK., round trip rate from St. Paul, Minneapolis, Duluth or Superior.

\$11.55
JAMESTOWN.

\$10.00 | LA MOURE.

\$11.00 | LA MOURE.

\$11.00 | MILNOR.

#### The Northern Pacific Railroad Company owns desirable Lots and Blocks in most of the following named Towns, which are for sale at reasonable prices.

#### Towns in Eastern Land District. On Main Line N. P. R. R.

WISCONSIN. Superior. MINNESOTA.

Brainerd.

Frazee City,
Audubon,
Wadena, the Eastern terminus of the
N. P., F. & B. H. R. R.

NORTH DAKOTA. On the N. P., F. & B. H. Branch.

Wahpeton,
Milnor, Western terminus of the N. P.,
F. & B. H. R. R.

On the Fargo & Southwestern Branch of the N. P. R. R.

Leonard, Sheldon, Buttzville, Lisbon, Marshall,

La Moure, Western terminus of the F.

& S. W. Branch of the Northern Pa" cific Railroad.
On the Jamestown and Northern Branch
of the N. P. R. R.
Melville.

Mandan,
Marmot,
New Sale
Sims,
Glannile:

Melville.

Carrington, the junction of the Mouse River Branch of the J. & N. R. R.

Sykeston, the Mouse River Branch completed to this point.

New Rockford, Edmunds,

Minnewaukan, the terminus of the Jamestown and Northern Branch of the Northern Pacific R. R., the Devils Lake, and supply point for Turtle Mountain and Mouse River country. On the Main Line of the N. P. R. E.

Mapleton, Casselton, Windsor, Crystal Springs, Tappan,
Menoken,
Bismarck, capital of Dakota and United
States land office.

Marmot, New Salem,

Glenullen, Hebron. Richardton, Taylor, Gladstone, Dickinson,

Belfield. On the Main Line of the N. P. R. R. MONTANA.

Glendive, Miles City, Waited States Land office. Hathaway,

Forsyth,
Livingston, junction with the Yellowstone National Park Branch of the N. P. R. R. Bozeman, United States land office Moreland,

Helena, capital of Montana and United

States land office.
Garrison, junction of the Utah and
Northern Railroad.

Drummond, Missonla. Thompson's Falls.

### Towns in Western Land District.

IDAHO AND WASHINGTON.

Rathdrum, Trent.

Spokane Falls, United States land office Cheney,

Ritzville.

Paha, North Yakima,

Ainsworth.

Tacoma, the western terminus of the Northern Pacific Railroad.

### TERMS OF SALE FOR NORTHERN PACIFIC R. R. TOWN LOTS.

One-quarter cash on application; balance in three (3) equal payments, due four (4), eight (8), and twelve (12) months from date of sale. Interest on deferred payments at the rate of seven (7) per cent per annum.

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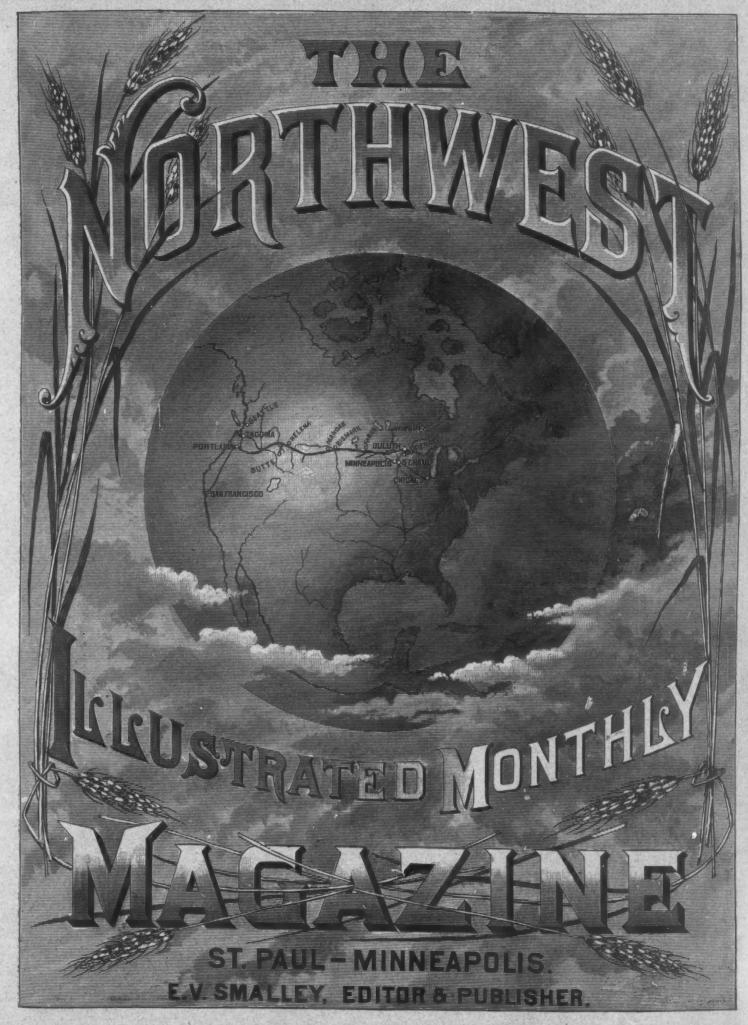
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A rebate of the full price of a "One Way Land Ticket" or one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in part payment for 160 acres or more of the company's land in Minnesota and Dakota.

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BISMARCK, DAK., round trip rate from \$1. Paul, Minnespolis, Duluth or Superior.

\$11.55
JAMESTOWN.

MINNEWAUKAN (Devils Lake).

14.00 MILNOR.

The Northern Pacific Railroad Company owns desirable Lots and Blocks in most of the following named Towns, which are for sale at reasonable prices.

### Towns in Eastern Land District.

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Superior. MINNESOTA.

Brainerd.

Audubon, Wadena, the Eastern terminus of the N. P., F. & B. H. R. R.

NORTH DAKOTA. On the N, P., F. & B. H. Branch.

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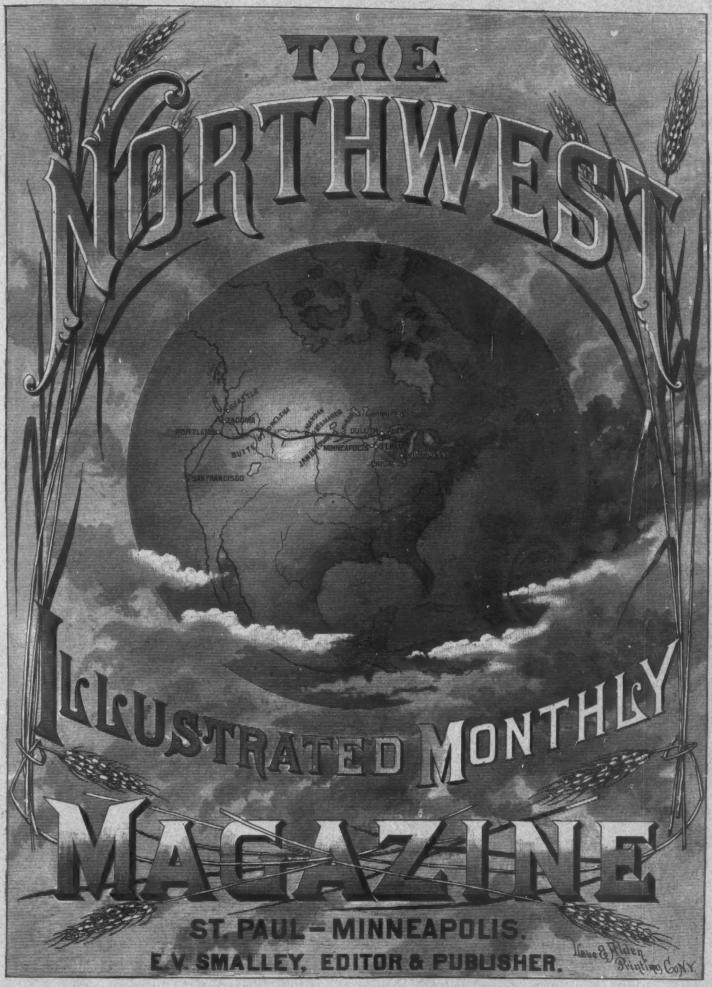


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Land Commissioner,

St. Paul. Minn.

P. B. GROAT,

General Emigration Agent,

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For Lands and Town Lots in

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All along the line of the Northern Pacific Railroad and its branches Covernment lands lying in alternate sections with the railroad lands are offered by the United States Government to actual settlers under the Homestead, Pre-emption and Tree Culture Laws. These are the best and most productive lands ever offered for settlement. MORE THAN ONE HALF of all the public land t ken by private entry in the United States during the fiscal years of 1883 and 1884 is located in States and Territories traversed by the Northern Pacific Railroad. OVER 36 per cent of the number of all private entries made during the same period in the United States have been filed in Dakota.

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WASHINGTON, IDAHO AND OREGON.—For Lands in Washington, Idaho and Oregon, on the five years' plan, the terms of payment are, one-fifth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next four years one-fifth of the principal, with 7 per cent interest.

GRAZING LANDS in Dakota, Montana and Washington, in tracts of one section and over, are sold on ten years' time, without requiring settlement.

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A rebate of the full price of a "One Way Land Ticket" or one-half of the price of a "Round Trip Land Explorers' Ticket" may be applied in part payment for 160 acres or more of the company's land in Minnesota and Dakota.

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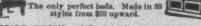
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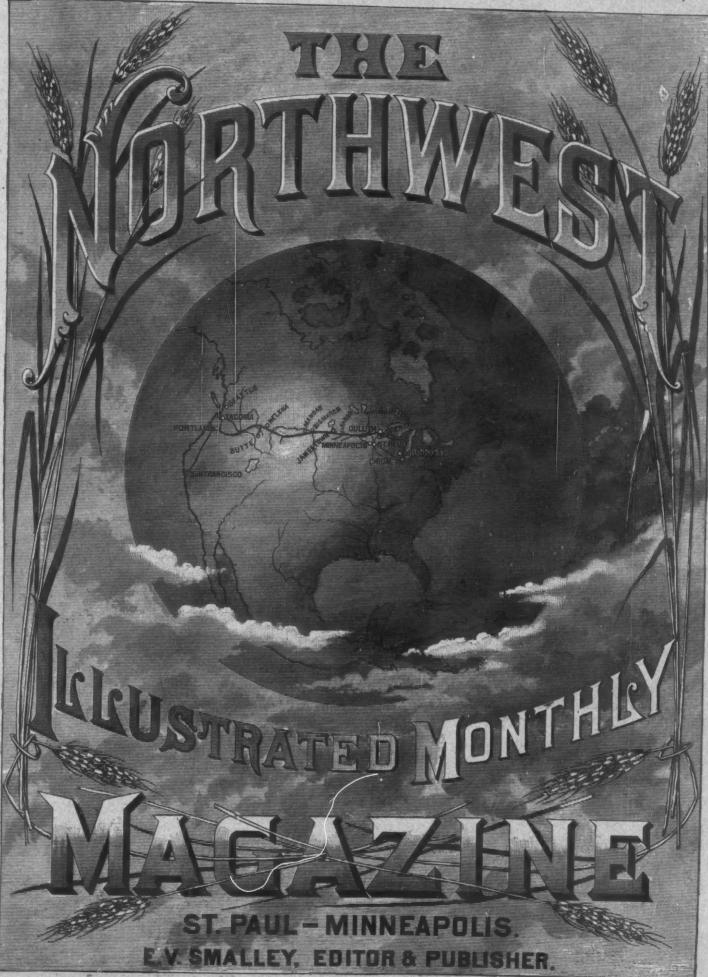
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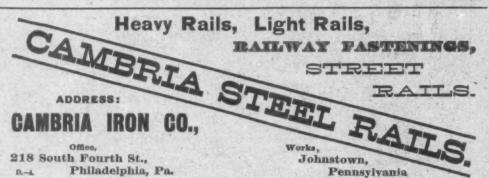
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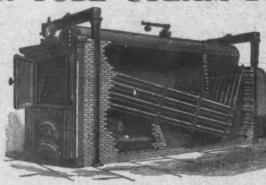
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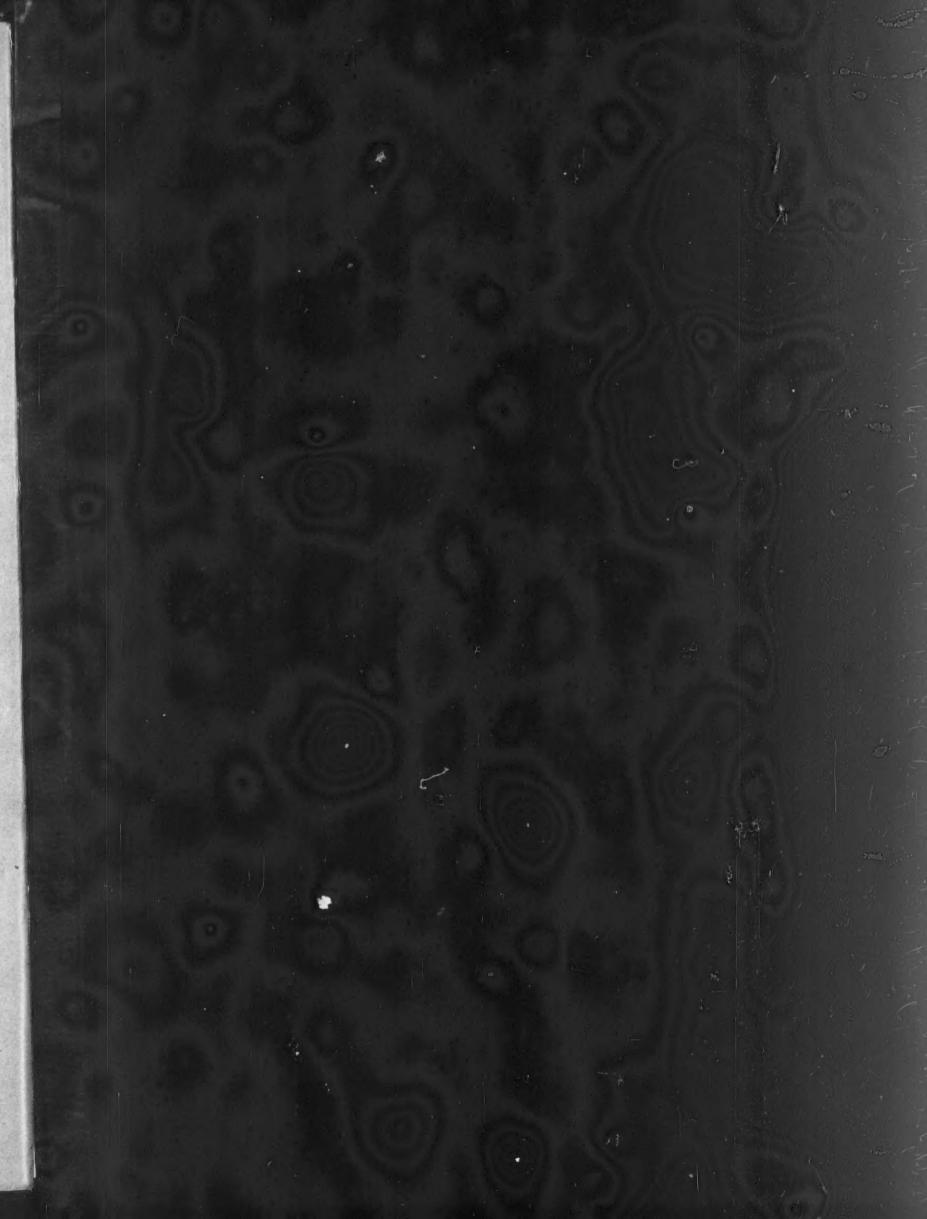
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